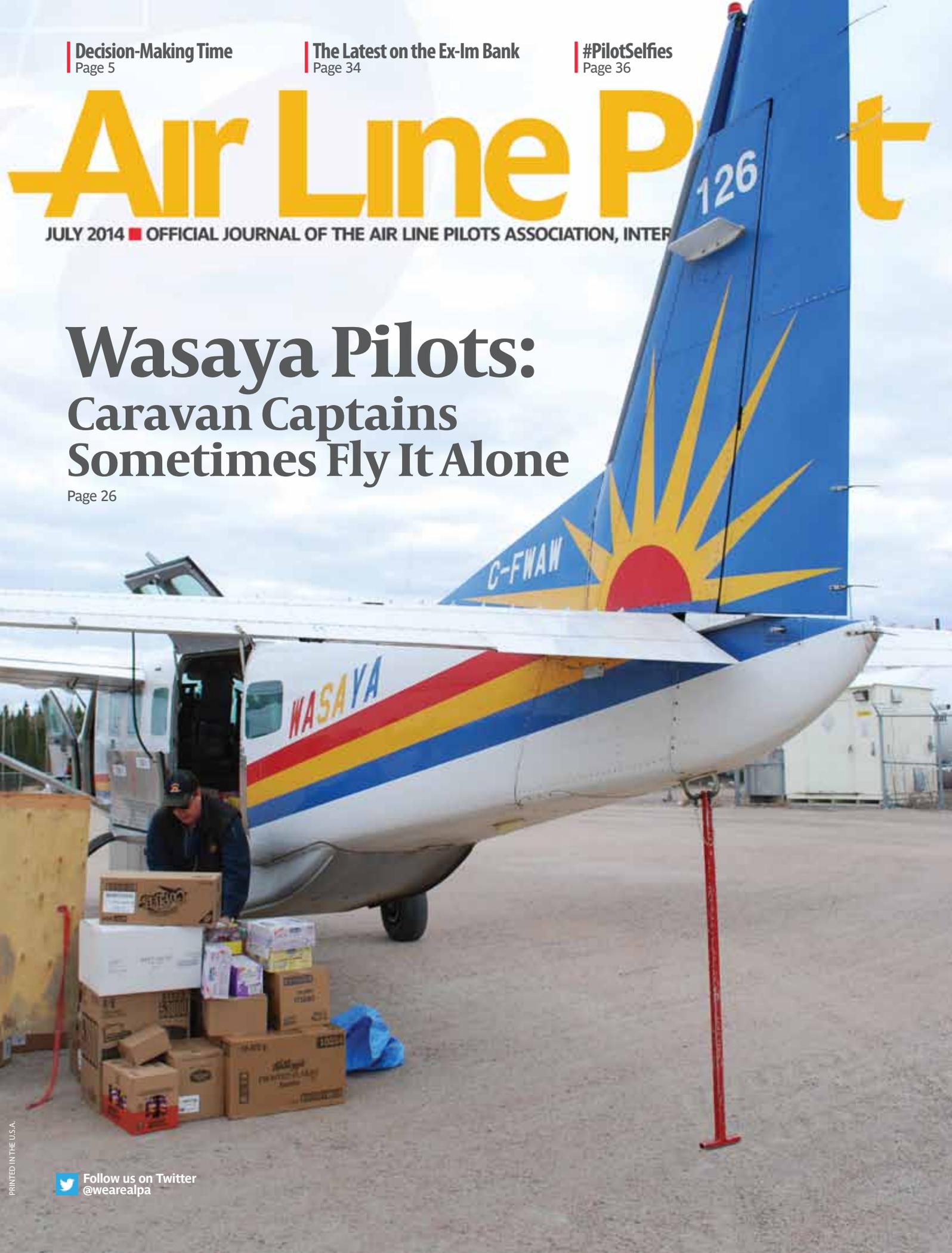


Air Line Pilot

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

Wasaya Pilots: Caravan Captains Sometimes Fly It Alone

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Capt. Paddy Morrissey (Wasaya) unloads freight from a Cessna Caravan at Deer Lake Airport, a gravel strip north of where the road ends, in northwestern Ontario, Canada. Photo by Jan W. Steenblik. Download a QR reader to your smartphone, scan the code, and read the magazine.



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HOT TOPICS



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KCM expands past 50.

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Delta pilot shares life-changing experience.

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Taking Off Building ALPA's Just Culture

In June, ALPA hosted a “just culture” seminar attended by many in the aviation industry from around the globe. The importance of this topic—the ability and need for information collection, analysis, and sharing and providing a mechanism to do so—was reinforced time and time again. And ALPA continues to be a leader in advocating for reforms and progress in this critical area.

This concept of a just culture carries over into the day-to-day workings of the Association and its ability to meet its goals. Here, among your ALPA staff, sharing information across departments and disciplines—coupled with checks and balances—is critical to the organization’s success. Conveying accurate, timely information to each other and to our members is a top priority, which is why many of you are familiar with some of our staff who either engage directly with you during bargaining or contract negotiations or those who deliver updates to your local council or master executive council meetings or while pilot reps are attending ALPA meetings in our offices or designated locations in the U.S. and Canada.

I hear from members again and again that when they have the opportunity to visit ALPA’s headquarters they are impressed by the expertise and professionalism of ALPA’s staff members who are available to assist them—*staff they didn’t even know were here*. Yes, we have staff who are front and center during negotiations and strategic planning, on Capitol Hill and

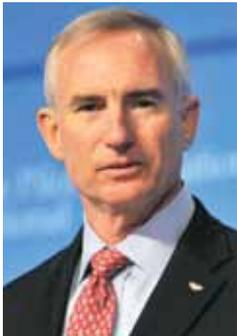
Parliament Hill, and on hand to support meeting/event logistics, but a majority of our staff members are behind the scenes—but nonetheless a critical component of ALPA’s just culture.

In the *Harvard Business Review*, I recently read the article “Managing the ‘Invisibles’” about those who aren’t seeking status, but who just enjoy doing the work itself. Many of ALPA’s staff members could easily fit into this category—those who are at the top of their field; are motivated to work, share, and succeed; and who don’t require the limelight to feed their self-worth. They are consummate professionals and the ideal blend of employees that ALPA needs to stay focused on the priorities at hand to achieve success. IT developers and coordinators, copy editors, writers, designers, lawyers, insurance experts, meeting planners, engineers, administrative professionals, and many others could all fall into this category. So to all those who are ambivalent about recognition, we would like to take this opportunity to say thank you and to showcase them to you—ALPA members, who make our jobs possible and meaningful.

In this world of self-promotion, having a team working behind the scenes (as “invisibles”) is a breath of fresh air and is a critical component of what sets ALPA apart as the preeminent voice for airline pilots, providing unparalleled service to the more than 51,000 ALPA members. It’s of utmost importance that we create and maintain a just culture at ALPA, run by pilots and supported by your dedicated staff. 🌐

Lori Garver
General Manager
Lori.Garver@alpa.org

Decision-Making Time



I've been told that I'm intense. The way I see it, if you make a commitment, you're all in. If not, what's the point?

Take, for instance, the World Cup. The U.S. team has never won a World Cup. Since the World Cup's inception in 1930, the United States has only taken third place once—and that was during the founding year, 84 years ago. Brazil, however, has the most successful team

in the history of the World Cup—winning five titles—and is also this year's host country. Brazil is to soccer what Canada is to hockey. Dominant. As some of you may know, my wife was born and raised in Brazil, and that pretty much says it all. As is the case every four years, she *intellectually* claims that Brazil will win the World Cup. Likewise, as a good patriot, I *emotionally* claim that the United States will win. Period. Intellectual versus emotional decisions.

During the past three and a half years as the president of the Air Line Pilots Association, International, I have been *all in*. And we, as a team, have been *all in*: line pilots, elected reps, pilot volunteers, and professional staff. We all made the emotional decision to be all in and intellectually developed a strategy for success.

Unlike my emotional views on the outcome of the World Cup, when emotion or passion is coupled with intellectual reason, we can and will succeed.

Today, the airline piloting profession as a whole is stronger than when I had the honor of taking over as ALPA's president. That's not my doing. It takes a devoted team to push one another to the edge of exhaustion, insisting that the job get done—and done right—and then go back the next day for more. It takes a team to encourage or support one another when you suffer a setback or defeat. It takes a team to strategize and attack all the possible angles to find one opening for success. I am surrounded by that team and can honestly say that ALPA today is vastly different from what it was in January 2011.

The month of June illustrates just a sliver of the progress we are experiencing in many aspects of our profession.

The Deny NAI campaign is showing strong momentum. The House of Representatives recently passed an amendment that holds the Department of Transportation accountable when issuing foreign air carrier permits. Specifically, the application must adhere to the law to be approved. Outside of fulfilling this requirement, the application should be denied. At press time, an amendment had been introduced in the U.S. Senate (page 8).

ALPA's bargaining cycle for mainline airlines is on an upward climb. Aggressively, we have made substantial gains at several carriers and have greatly narrowed the cost differential between

carriers through pattern bargaining, taking advantage of our opportunities and progressive bargaining strategies.

As we move into the next round of bargaining, we plan to further strengthen that pattern and build on that progress during upcoming negotiations later this year and into 2015. JetBlue will be a key part of this next round, and we are already starting to build on that foundation as evidenced by our interim agreement on grievance and arbitration procedures (page 8).

If we expect to win this game called *our careers*, we must raise our hands and get engaged. We must also lean on our teammates when we need to tag up and catch our breath.

In the fee-for-departure (FFD) sector, we are continuing to deal with an industry in transition, as managements are continuing to seek contracts that pilots have simply not been willing to accept. We are working hard with the leaders of the express airlines as part of ALPA's FFD Committee to find solutions to the biggest problems facing our FFD pilots. We will continue to provide the full ALPA toolbox of resources, including our National Collective Bargaining Committee, to work through these difficult issues.

Preserving and advancing airline pilot careers and fighting for the common pilot is my passion. Some might even say it's an obsession, much like my passion and patriotism for the U.S. in the World Cup—except I am not simply a spectator on the sidelines cheering on my team. None of us are. If we expect to win this game called *our careers*, we must raise our hands and get engaged. We must also lean on our teammates when we need to tag up and catch our breath.

As I'm sure you've heard, I've made the decision to end my presidential term at the close of this cycle. Emotional or intellectual? I have more than 50,000 teammates to tag up and catch my breath. This doesn't mean that my 25 years of ALPA work is coming to an end. As I said, I'm all in. ALPA work is a mission. We can never stop fighting for our right to have a profession. Four years later and six months left—or even six days left—in my term, with your support, I am *all in*. 🇺🇸

Capt. Lee Moak, ALPA President

PilotCommentary

Every Data Point Tells a Story

By Capt. Charles Hogeman
(United), ALPA Aviation Safety
Chairman

“Experience is not what happens to you; it’s what you do with what happens to you,” goes a saying attributed to British writer Aldous Huxley.



Every day, pilots flying the line encounter new factors that hold the potential to influence the safety of flight operations. Regardless of how large or small, doing

the most with that experience lies at the core of detecting safety issues before incidents or accidents occur. Gathering every possible piece of safety data allows us to generate information, which leads to knowledge and eventually to the accumulated wisdom essential to truly advancing safety.

ALPA’s core commitment to capitalizing on every pilot’s experience is expressed in our longtime involvement in safety data-collection programs, such as Flight Operations Quality Assurance (FOQA), the Aviation Safety Action Program (ASAP), Line Operations Safety Audits (LOSAs), and more recently, in programs that aggregate these data such as the Aviation Safety Information Analysis and Sharing (ASIAS) program.

Participation in safety data-collection programs such as ASAP and FOQA depends on deidentification of the data and strong safeguards to protect the information from misuse such as disciplinary action, certificate action, and litigation. The importance of clearly defining the expectations of these programs among the FAA, the airline, and the pilot group and maintaining the confidentiality of the process cannot be stressed enough.

The value of ASAP as a source of safety information cannot be understated. One reason is because it is estimated that 90 percent of all ASAP reports are sole-source, and the issue would not have been discovered without the benefit of an ASAP report.

While collecting data is critical, simply knowing where and when errors have occurred is of limited value on its own. What we learn from ASAP and FOQA reports can help us trap future errors by defining the “why” behind what happened.

Many ALPA pilots and pilot groups are working to make the most of these programs and sharing lessons learned. While the fact that 23 ALPA pilot groups in the United States are engaged in ASAP, 18 in FOQA, and that our Canadian pilots have the benefit of mature Safety Management Systems in place is extremely encouraging, simply getting good data may be the easy part.

Gathering every possible piece of safety data allows us to generate information, which leads to knowledge and eventually to the accumulated wisdom essential to truly advancing safety.

Detecting trends can be difficult and time-consuming. Taking that information and creating useful and actionable knowledge from it can be harder yet, but the wisdom that extends beyond what an individual pilot or airline encounters is key to establishing baselines and norms for the entire industry.

Individual airline programs are a great start, but our industry, through the ASIAS program, is also taking a look at potential ways to use data to develop a “360-degree view” through data sharing and analysis that improves our ability to proactively detect and resolve safety issues. Our union sits on the ASIAS Executive Board, which guides the direction of the program and its Issues Analysis Team, which helps

ensure maximum value from analyses.

Likewise, the Commercial Aviation Safety Team (CAST) uses some of the same data to develop real lasting safety enhancements for the U.S. airline industry. Founded in 1998 with ALPA as a charter member, CAST is made up of experts from industry and government. The initiative has developed an integrated, data-driven strategy to reduce the airline fatality risk in the United States.

In her remarks at ALPA’s recent *Proactive Use of Data: International Progress Toward a Just Culture* Symposium, Peggy Gilligan, the FAA’s associate administrator for aviation safety, summarized a long list of more than 200 CAST successes, including policies for approach and landing reduction, standard operating procedures for loss of control, controller training for runway incursions, and many more. All of these are based on effective use of data.

For example, FOQA and ASAP reports regarding a high rate of unstabilized

approaches into Savannah, Ga., led to airspace and ATC procedural redesign. Similarly, one mainline airline saved \$100 million a year by discovering, through FOQA, that engine overboosts on takeoff were being caused by a problem with the autothrottle engagement procedure taught to pilots. Every overboost cost the airline \$250,000 in engine teardown and rebuild.

Thanks to the data collected through programs such as ASAP and FOQA and the work of CAST, the risk of fatal airline accidents has been cut by 83 percent. It’s clear that—with ALPA pilots’ participation in safety reporting programs—every data point collected holds the potential to tell the story of a safer airline industry. 🌐

Preflight

Airline Industry News

Domestic News

- ▶ The FAA announced that on May 29 new air traffic control procedures were implemented at the Houston Metroplex. The FAA estimates these new NextGen procedures will save operators \$9.2 million annually in fuel costs by providing more direct flight paths.
- ▶ Per Reuters, a new report from Airlines for America (A4A) indicates that airline travel will be up 1.5 percent this summer from the same time last year. A4A says approximately 210 million passengers will fly on U.S. airlines this summer, including 29.9 million passengers on international flights, which is the highest number ever.
- ▶ Yahoo! Finance reported

that shares of Delta Air Lines, Inc. reached a new 52-week high of \$42.35 on June 4. So far this year, the company's shares have soared more than 52 percent.

- ▶ According to CBS MoneyWatch, a study conducted by ResearchNow for the U.S. Travel Association showed some travelers



Eric Danks

opted to avoid flying in 2013, costing airlines and other businesses \$35.7 billion. Travelers most often cited delays, cancellations, and fees as reasons to avoid flying.

- ▶ United Airlines has overhauled its loyalty program to reward spending instead of mileage accrual, reported the *Chicago Tribune*. The MileagePlus program changes, which will favor business travelers who pay more for tickets, takes effect in 2015. Delta is also implementing changes to its program that will take effect in 2015.

International News

- ▶ According to *USA Today*, at the International Air Transport Association

(IATA) meeting in Qatar in June, IATA Director General and CEO Tony Tyler said one of the most serious issues facing the global industry is government regulations and bureaucracies that vary between nations. "We need to think bigger and question whether airspace for global connectivity really needs to be managed based on political borders," he said.

- ▶ The International Civil Aviation Organization (ICAO) announced that it will begin working toward developing standards for tracking airline flights, no matter their global location or destination. A specially convened ICAO meeting in Montreal, Que., Canada, in May established



The Sidebar

In Washington, D.C., the outside air temperature has edged up into the mid-90s. And the temperatures in Canada are warming up as well. So why a cover shot showing a cool day in May when ice still covered the lakes in northwestern Ontario? Honestly, the accompanying article, "Caravan Captains" (page 26), featuring Wasaya pilots' life on the line is too great a story to hold for colder weather. And perhaps reading the article will bring a slight bit of relief to those suffering

from summer's heat.

Air Line Pilot's technical editor, Jan W. Steenblik, enthusiastically volunteered to profile Wasaya pilots earlier this year. His story pitch was simple: these ALPA pilots fly in some of the most challenging conditions. Sometimes they do it with a one-person crew. ALPA has long been a vocal safety advocate for two or more flightcrew members in the cockpit, but a few airlines maintain single-pilot operations for some of their flying.

What does a one-person crew mean? That line pilot

does *everything*. From unloading cargo to being the pilot flying and the pilot monitoring, the pilot in command must be well-trained, highly skilled, motivated, and resourceful.

Jan was able to separately profile Capt. Dave Dunbar and Capt. Paddy Morrissey during their trips north from Pickle Lake (CYPL) and Red Lake (CYRL), Ontario, respectively.

Special thanks to F/O James Harding, the Wasaya pilots' Master Executive Council (MEC) chairman, Capt. Rob Watson, MEC vice chairman, and Capt. Eric Buckler, Wasaya chief pilot, for coordinating

the trip and hosting *Air Line Pilot* for this feature article—an excellent



way to highlight the unique abilities of ALPA members.

Namaste. Or as Capt. Mike Geer (Delta) relayed to me recently: What did the yogi tell his friends when they asked him to join them for a movie? Na-mastay.

Sharon B. Vereb
Editor in Chief
Air Line Pilot

■ Airline Industry News (continued)



a framework for medium- and long-term future tracking efforts. In conjunction with an

International Air Transport Association task force, ICAO will work to develop a concept of how flight-tracking data will be shared, with whom, and under what circumstances.

► *The News Daily* reported that **Emirates Group, the parent company of Em-**

irates Airline, posted an annual profit of \$1.1 billion. The company said the profit represented a 32 percent increase over the previous year.

► According to *Forbes*, **some long-haul airlines are updating their cabins to pamper their highest-paying customers with luxuries that go beyond a seat that lies flat.** Etihad will have three-room suites, including showers, in first class in its newest Airbus A380. SAS's new



business-class seats feature the latest inflight entertainment systems and Wi-Fi. And Air Canada offers secluded cabins with lie-flat seats that have massaging headrests.

► *The New York Times* reported that to **better handle luggage and help travelers track their bags, some airlines are working on developing**

electronic luggage tags equipped with GPS technology. British Airways and Air France-KLM hope to debut their electronic tags later this year. ●

■ FrontLines

■ JetBlue Pilots and Company Agree to Interim Grievance-Arbitration Procedures

On June 17, JetBlue pilot leaders announced an interim agreement with management that creates procedures to efficiently manage pilot grievances and discipline cases while the pilots work toward their first collective bargaining agreement. The JetBlue Master Executive Council (MEC) unanimously approved the interim agreement.

"This agreement represents a significant first step in establishing a collective bargaining relationship with JetBlue," said Capt. Jim Bigham, the pilots' MEC chairman. "We were able to work constructively with the company to finalize this agreement in a timely fashion because we focused on our mutual interest in having an efficient and binding procedure for resolving disputes. We look forward to continuing to work together productively to secure the future of the company and its pilots."

The agreement provides ac-

cessible grievance-arbitration procedures for pilots who believe they have been wrongfully disciplined or have not been afforded the appropriate pay rates or working conditions under their existing work rules or any other applicable agreement currently in effect. The agreement also sets forth the rules for "Association leave" and further guarantees that pilots under investigation by JetBlue will have ALPA representation.

In related news, JetBlue MEC reps participated in a mini ALPA Leadership Conference in Herndon, Va., in May. After a warm welcome from Capt. Andy Nelson (Spirit), a member of ALPA's National Leadership Committee, the temporary reps received briefings from ALPA staff from the Communications, Engineering & Air Safety, Finance, Government Affairs, Legal, Membership, and Representation Departments. The conference provided the volunteers with the skills they

need as they move forward with the JetBlue membership drive.

■ KCM Expands to 54th Airport

On June 17, Louisville International Airport (SDF) in Louisville, Ky., became the 54th airport in the United States to offer the Known Crewmember (KCM) program. Earlier in June, KCM became operational at Wichita Dwight D. Eisenhower National Airport (ICT) in Kansas, Mo., Bradley International Airport (BDL) in Hartford, Conn., Tucson International Airport (TUS) in Arizona, and El Paso International (ELP) Airport in Texas. And in late May, KCM became operational at Reno-Tahoe International Airport (RNO) and Cincinnati/Northern Kentucky International Airport (CVG).

Capt. Lee Moak, ALPA's president, noted that "The expansion of Known Crewmember to more than 50

locations signifies a milestone achievement for the U.S. airline industry. Because it enables Transportation Security Administration [TSA] security officers to make these verifications, airline pilots—who already undergo

thorough criminal background and employment checks—can be screened more efficiently."

Currently 45 airlines have pilots using KCM, and 34 of those airlines' flight attendants also use KCM. ALPA's goal is for all U.S. airlines to join the program and have it be available nationwide. For the most up-to-date information on the current KCM airports, select the KCM tab on the ALPA app for iPhones and Android devices or visit www.knowncrewmember.org.

■ Urge Your Senators to Vote Yes for the Klobuchar-Coats-Schatz-Blunt Amendment, Deny NAI

Pilots scored a major victory to Deny NAI on June 9 when the U.S. House of Representatives

■ **FrontLines** (continued)

unanimously passed the Westmoreland-DeFazio Amendment to H.R. 4745, the FY 2015 Transportation Appropriations bill. Not one member of the House of Representatives opposed ALPA's efforts to level the playing field for U.S. pilots.

"Thanks to the tremendous leadership of Rep. Westmoreland [R-Ga.] and Rep. DeFazio [D-Ore.], this amendment specifically prohibits shopping for cheap labor and simply requires the Department of Transportation to follow the law and provisions agreed to in the U.S.-EU Transport Agreement when considering an application for a foreign air carrier permit," said Capt. Lee Moak, ALPA's president. "Congress has a responsibility to make sure that U.S. airlines do business in a fair marketplace and that the U.S. government's transportation funds don't hand an advantage to foreign airlines that try to cheat the system."

Senators Amy Klobuchar (D-Minn.), Dan Coats (R-Ind.), Brian Schatz (D-Hawaii), and Roy Blunt (R-Mo.) have filed an amendment to the Senate's version of the FY 2015 Transportation Appropriations bill (which as of press time was pending business in the Senate). This

amendment mirrors the amendment passed in the House. If you have already signed the

petition and/or participated in ALPA's Call to Action to the House of Representatives, it's time to step up again for

Round 2. Scan the QR code to send a message to your U.S. senator or go to www.alpa.org/issues. Also



call your senator through the Capitol switchboard at 202-224-3121 and urge him or her to vote

yes on the Klobuchar-Coats-Schatz-Blunt Amendment to Deny NAI. Every e-mail, tweet, and phone call counts!

To learn more, scan the QR code above to watch a video featuring ALPA's president.

■ **U.S. Airlines in "Survival Mode" Against Unfair Foreign Competition**

U.S. airlines and their workers are in "survival mode" in their fight to compete against foreign airlines that do business with unfair economic advantages, warns ALPA in its new white paper issued on May 29.

ALPA released *Leveling the Playing Field for U.S. Airlines and Their Employees 3.0: Survival Mode* in conjunction with its 2nd Annual Government Affairs Legislative Summit, which drew more than 150 airline pilots from across the United States to



Chris Weaver

More than 100 aviation safety reps and government and industry leaders gathered in Washington, D.C., on June 16 at ALPA's Proactive Use of Data: International Progress Toward a Just Culture Symposium to discuss advancing data-sharing efforts.

Washington, D.C., to call on the U.S. government to restore a fair marketplace (see "Everywhere I Go Today, I See Airline Pilots," page 22).

"Some foreign airlines do business with enormous amounts of state support. This is not fair competition," explained Capt. Lee Moak, ALPA's president, who was joined at the briefing by pilots from the union's mainline, all-cargo, and regional airline pilot groups. "Still others have concocted business schemes to skirt their national laws and gain unfair economic advantages in attracting international passengers. This is not playing by the rules."

ALPA's white paper lays out why and how U.S. government leaders must act from an international, consumer, and one-level-of-safety-and-security perspective to ensure that U.S. airlines have a fair opportunity in the marketplace. The policy framework makes 15 sets of recommendations

about specific actions the U.S. government must take to level the playing field for U.S. airlines.

For more information and to read the latest version of ALPA's white paper, visit levelingthefield.alpa.org and join the conversation at #LevelWithUs and #LevelThePlayingField.

■ **ALPA Hosts Just Culture And Data-Sharing Symposium**

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



FrontLines *(continued)*

participants from 29 countries tuned in to the webcast.

“Data sharing is pivotal if we’re to enhance safety worldwide,” said FAA Administrator Michael Huerta, the keynote speaker. “And I think there’s little doubt that data sharing has the potential to be the single-greatest catalyst for aviation safety in the decades to come.” Distinguished panelists from Canada, Europe, and



FAA Administrator Huerta speaks at the just culture symposium.

the United States expanded on varying issues, including fundamental concerns regarding use and misuse of data

gathered through voluntary, confidential self-reporting safety programs, which need to be resolved.

Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator, declared, “The establishment of effective proactive safety data programs has been a key issue on ALPA’s agenda for many years now and has been the focus of discussions at every level in our organization. ALPA’s goal is to work with our industry and government partners to make these programs part of the fundamental fabric of our airlines. We want to see them well developed, well maintained, and well used to identify risks in our operations before there is any adverse effect on those operations.”

Stay tuned for additional coverage of this event in the August issue of *Air Line Pilot*.

■ Laser Threat Awareness Campaign Expands Nationally
On June 3, ALPA collaborated

with the Federal Bureau of Investigation (FBI) to expand its campaign to raise public awareness about the consequences of illegal laser attacks on aircraft to include all 50 states.

The FBI, along with ALPA and the FAA, launched the campaign at 12 FBI field offices earlier this year and is broadening the initiative based on results that have reduced the overall number of laser strikes on aircraft. The test program raised public awareness about the dangers of illegal laser illuminations of aircraft through a series of public service announcements, billboards, and news media outreach, resulting in a 19 percent decrease in the number of reported incidents in the major metropolitan areas of the 12 field offices. A key component of the campaign is a reward of up to \$10,000 for information leading to the arrest of any individual who aims a laser at an aircraft.

The reward is now available nationwide.

“The increased availability of handheld lasers in recent years has led to a 1,100 percent rise in reported laser attacks on aircraft since 2005,” said Capt. Sean Cassidy, ALPA’s first vice president. “The initial phase of the campaign resulted in an immediate decrease in the number of reported incidents, which is a clear example of the campaign’s effectiveness. We look forward to once again working with the FBI to reinforce the fact that aiming a laser at an aircraft is not a harmless prank.”

This phase of the campaign will run through early September and will involve state and local law enforcement support in all 50 states as well as Guam and Puerto Rico.

To read more about this issue, scan the QR code above



MarketWatch

Airlines	Parent Company	Stock Symbol	5/31/2013	5/30/2014	% Chg.
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$5.96	\$15.44	159.1% ▲
American Eagle, Piedmont, PSA	American Airlines Group, Inc. ¹	NASDAQ: AAL	\$17.57	\$40.16	128.6% ▲
Delta, Endeavor Air	Delta Air Lines ²	NYSE: DAL	\$18.01	\$39.91	121.6% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$30.43	\$59.08	94.2% ▲
AirTran	Southwest Airlines	NYSE: LUV	\$14.13	\$26.39	86.8% ▲
Alaska	Alaska Holdings, Inc. ³	NYSE: ALK	\$56.82	\$98.46	73.3% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$5.31	\$8.84	66.5% ▲
Jazz	Chorus Aviation	TSX: CHR.B	\$2.43	\$3.97	63.4% ▲
JetBlue	JetBlue Airways Corporation ⁴	NASDAQ: JBLU	\$6.21	\$9.66	55.6% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$6.05	\$9.08	50.1% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$96.34	\$144.16	49.6% ▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$32.46	\$44.37	36.7% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$14.02	\$11.44	-18.4% ▼
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$26.82	\$21.40	-20.2% ▼

¹US Airways and American completed their merger on Dec. 9, 2013. The price shown above for May 30, 2014, is the stock price of the new company, traded as “AAL” on the NASDAQ. The price shown for May 31, 2013, is the price of the old US Airways stock, which was traded on the NYSE as “LCC.” That stock ceased trading on Dec. 6, 2013. Under the terms of the merger agreement, US Airways stockholders received one share of common stock of the combined airline for each share of US Airways common stock then held.

²Delta Air Lines announced a \$0.06 dividend on May 7, 2014.

³Alaska Airlines announced a \$0.25 dividend on May 21, 2014.

⁴JetBlue Airways Corporation is the parent company of JetBlue Airlines. JetBlue pilots voted for ALPA representation on April 22, 2014.

to go to ALPA's laser threat awareness campaign website.

■ ALPA Praises Value and Progress of NextGen

ALPA representatives, led by Capt. Lee Moak, the Association's president, in early June participated in multiple government-industry forums highlighting the progress and value of NextGen, the multiyear, multibillion-dollar effort to modernize the U.S. airspace and air traffic management capability.

ALPA reps universally praised the FAA leaders in ensuring that all stakeholders are involved and continuing to keep such a large transportation improvement project moving.

"Parts of NextGen are here now, generating efficiencies, improving safety, and saving time and money every day with every flight at major airports," said Moak. "We saw examples, one after another, of efficiency improvements, fewer delays, better traffic management, lower fuel use, and reduced noise and emissions. With FAA's continued leadership, I am convinced we will see this trend continue and strengthen."

ALPA has long supported NextGen and is actively participating in the development process. Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, echoed Moak's praise. "The FAA has a tough job managing the workload required to build NextGen in the face of competition for scarce resources, and they need to know they'll have long-term funding support if we expect them to continue the improvements,"

said Cassidy.

"The traveling public deserves to see NextGen continue and flourish, and that's going to mean a commitment from stakeholders to continue following FAA's lead and a commitment from Congress to recognize the value of this program and see it through to completion," Moak added.

■ ALPA Commends House Support of FFDO Program

"The Federal Flight Deck Officer [FFDO] program is a proven and cost-effective tool to enhance security. ALPA stands with the House Committee on Appropriations in opposing the administration's budget request to reduce funding for the FFDO program by \$4.7 million," commented ALPA on June 11 regarding the U.S. House of Representatives Committee on Appropriations' markup of the Department of Homeland Security's Appropriations bill, which opposes the proposed budget cuts to the FFDO program contained in the administration's proposed FY 2015 budget.

"Each year, while safely and efficiently transporting passengers and cargo, thousands of fully trained and deputized ALPA pilots volunteer their time and make great personal and professional sacrifices to ensure the safety and security of the nation's flight decks as part of the FFDO program," ALPA noted.

"The administration's position on funding for the FFDO program is counterintuitive to its stated value as a risk-based approach to aviation security. The FFDO program is extremely effective at improving

the security of the flight deck and, as a result, ensuring the safety of those in the air and on the ground."

■ ALPA Continues Push For Transparent Airfare Advertisement



"The Department of Transportation [DOT] released a 118-page proposed rule yesterday that claims to benefit the traveling public," commented the Association regarding the DOT's May 21 announcement about its notice of proposed rulemaking regarding airfare advertisements. "In ALPA's view, on the surface, the proposed rule sounds consumer-focused, but the regulatory burden may potentially increase airfare costs for consumers and/or reduce air service. Both would be negative outcomes for customers, airlines, and airline employees, including 51,000 ALPA pilots.

"In a pricing environment that is highly volatile and subject to competitive response and public outcry, raising fares is often not possible, which means airlines could have to swallow the regulatory burden or cut service if forced to adhere to the new proposed rule, which appears potentially costly and burdensome without providing a real benefit to consumers.

"The irony of the proposed

rule for airline transparency for à la carte voluntary passenger options is not lost upon us," said Capt. Lee Moak, ALPA's president. "It is in stark contrast to the mandate the DOT put on airlines in the 2012 rule that prohibited them from itemizing involuntary government-imposed taxes more prominently than the airfare itself.

This proposed policy is backwards and shortsighted, and we urge the DOT to consider the potential long-term ramifications of regulatory burdens, which include reduction of service.

"It's a painful but obvious formula," Moak continued. "Small- and medium-sized communities are the first to feel the brunt of reduction of service as they are often the least profitable communities. That inevitably leads to a reduction in jobs. We've seen it before, and it will happen again. The regulatory requirements should not make the industry weaker. Instead, the government should consider pro-aviation regulations that recognize the industry as a national and global economic engine."

"ALPA remains committed to providing the traveling public with a positive travel experience, but maintains that the vast majority of the DOT's existing consumer rights regulations are misguided and provide little, if any, benefit to passengers. The rising burden of such regulations is undermining the U.S. airline

■ FrontLines *(continued)*

industry's ability to compete globally, become sustainably profitable, and expand its workforce. ALPA will further study this new 118-page rule with these concerns in mind."

■ ALPA Reps Take Part in RTCA Symposium

ALPA played a prominent role at this year's RTCA Global Aviation Symposium, held June 4–5 in Washington, D.C. As part of the symposium, Capt. Lee Moak, ALPA's president, spoke on a panel titled "View from Policy Leaders: The Biggest Challenges Facing the FAA." In addition, Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, participated in a discussion titled "View from the World of Remotely Piloted Systems: The Evolution to Unmanned Aircraft Systems Integration in the National Airspace System."

Bridger Newman, an aviation safety and security specialist in ALPA's Engineering & Air Safety Department, was honored at a symposium luncheon for his role as a lead on an RTCA special com-

mittee. Newman received an Outstanding Leader Award for his work with RTCA Special Committee 203, Unmanned Aircraft Systems Standards, to determine the basic operational performance and functional requirements for large unmanned aircraft systems needed to safely integrate them into the national airspace system.

The annual symposium examines current and emerging NextGen and U.S. national airspace system issues facing the aviation community.

■ ALPA Participates in Loss of Control-Inflight Symposium

In late May, ALPA reps attended the Loss of Control-Inflight (LOC-I) Symposium, hosted by the International Civil Aviation Organization (ICAO) in Montreal, Que., Canada. Pilots, regulators, manufacturers, operators, and training and human factors experts met to discuss all aspects of LOC-I, which is one of ICAO's three principal safety priorities. During the past eight years, LOC-I accidents have accounted for more fatalities

in scheduled airline operations than any other cause.

The symposium explored how to recognize, avoid, and recover from LOC-I events with emphasis on preventing a LOC-I event from occurring. Three pilots from ALPA's Human Factors and Training Group participated in the symposium as presenters and panel members. Capt. Dave McKenney (United) talked about managing automation and pilot monitoring. Capt. Bryan Burks (Alaska) moderated a discussion on finding ways to improve how pilots train and conduct for routine operations, and participated on a panel discussion regarding training for upset prevention and recovery. F/O Helena Reidemar (Delta) discussed the work and report of a pilot monitoring group for which she serves as co-chair.

■ FFD Pilots Convene Summit In Washington, D.C.

On June 3–4, leaders from 12 ALPA fee-for-departure (FFD) pilot groups came together in Washington, D.C., agreed on a governance structure, and recommended Capt. Richard Swindell (Air Wisconsin) as the chair of the ALPA President's National Fee-for-Departure Committee.

Pilots from Air Wisconsin, Atlantic Southeast, Compass, Endeavor Air, Envoy Air, ExpressJet, Jazz, Mesa, Piedmont, PSA, and Trans States attended the meeting, along with Master Executive Council (MEC) leaders from Delta, FedEx Express, and

United. In addition, pilots from American, Republic, and SkyWest joined the ALPA representatives for portions of the two-day meeting. ALPA staff from the Communications, Economic & Financial Analysis, Government Affairs, and Representation Departments were on hand to serve as a resource for the pilots.

The FFD Committee meet-



Reidemar

ing included a discussion of the top issues facing regional pilots. The committee members will work with their individual MECs, the President's Office, and staff to finalize a strategic action

plan to meet the challenges and capitalize on opportunities for pilots' jobs today and careers tomorrow.

■ Delta Ratifies LOA with FAR 117-Related Modifications

The Delta Master Executive Council (MEC) on May 22 unanimously ratified Letter of Agreement (LOA) #14-01—Modifications Related to FAR 117. This LOA modifies the pilot working agreement (PWA) to better align Delta pilots' work rules with the terms and nomenclature used in the new FAR and to make improvements to the PWA.

This negotiation was the culmination of seven months of work by the pilots' Negotiating Committee that consisted of more than 30 meetings with the company and updates provided to and direction received from the MEC at five regular and two special meetings, all while supported by a large number



ALPA staff member Bridger Newman, left, receives RTCA's Outstanding Leader Award from Edward Bolen, RTCA's chairman.

of other members of the Delta MEC committee structure.

The LOA contains improvements to the PWA, reflecting the pilot group's continued proactive engagement with management on a wide range of issues.

■ North American Shuts Down; ALPA Secures \$654,000 For Contract Violations

After months of uncertainty and court proceedings, North American Airlines recently closed its operations with its final flight on June 7. North American parent company Global Aviation Holdings had defaulted on loan commitments in bankruptcy to Cerberus Capital Management, its primary creditor and financier, in March. Shortly afterward, the airline furloughed its New York JFK-based pilots, including some pilots who were furloughed out of seniority order. This move left only the airline's Washington Dulles-based pilots in service.

North American Airlines' assets used to fly its Dulles operations were recently sold to Omni Air International. ALPA filed grievances related to the furloughs and certain other company contract violations and, through the bankruptcy process, has successfully secured funds of \$654,000 on behalf of the pilots related to these grievances. The money will be held in an account until the funds are distributed to the pilots in accordance with ALPA policy.

The pilots have the backing of ALPA's Furloughed Pilot Support Program, including up-to-date information on job opportunities at airlines currently hiring.

■ Air Wisconsin and Jazz Hold Joint MEC Meeting in Montreal

Showing that they have more commonalities than differences, the Air Wisconsin and Jazz Master Executive Councils (MECs) met in late May in Montreal, Que., Canada, to discuss the issues facing fee-for-departure (FFD) airlines in the United States and Canada. The two groups have cooperated before, with MEC officers being invited to the other's MEC meetings; however, this is the first meeting to include all members of both MECs. Joint discussions focused on the state of the FFD industry and negotiating strategies. The groups also met separately to address property-specific issues. As Air Wisconsin and Jazz continue to build ties and relationships, plans are in the works for additional joint meetings in the future.

During the last day of the three-day joint meeting, Capt. Richard Swindell (Air Wisconsin), his pilot group's MEC chairman, received a crystal goose from Capt. Claude Buraglia, the Jazz MEC chairman, for his work with the Jazz MEC and his advocacy of cross-border unity building. Swindell conducted research with the Jazz MEC on leadership and membership engagement with the union.

The crystal goose is symbolic of the former Canadian Air Line Pilots Association before it merged with ALPA, and the bedrock on which the goose is mounted comes from the Canadian Shield and is symbolic of Canada. Swindell is only the third



Capt. Richard Swindell (Air Wisconsin) pictured with the crystal goose.

non-Canadian pilot to receive the crystal goose.

■ ALPA New Hires at Jazz Get First Preference

On May 27, the Jazz Master Executive Council (MEC) unanimously passed a letter of understanding (LOU) that will give new-hire pilots who are active or inactive ALPA members the highest seniority numbers available to that class. The remainder of the new-hire class will be assigned seniority numbers by lottery. This LOU is now in effect and will apply to all future new-hire classes.

"As ALPA pilots, we have an obligation to assist our fellow members, especially those who have been furloughed," said Capt. Claude Buraglia, the pilots' MEC chairman. "This will help ALPA pilots who come to our property and recognize their commitment to our profession and our union."

■ ExpressJet Families Kick Off 2014 Unity Tour

The ExpressJet Family Awareness Committee has

launched a summer-long "unity tour" of fun events for the group's almost 3,000 pilots. The events were kicked off on June 20 with a gathering at the Wet 'n' Wild Splash Town water park just north of Houston in Spring, Tex. There are five more events scheduled for this summer, including Elich Gardens in Denver, Colo., on July 18; Cedar Point near Cleveland, Ohio, on July 28; the Schlitterbahn Waterpark in Kansas City, Mo., on August 8; the Action Park near Newark, N.J., on August 18; and WhirlyBall in Chicago, Ill., on September 19.

The Family Awareness events will give the pilots and their loved ones a chance to relax together while also getting informal briefings from the Master Executive Council and other volunteers on joint contract negotiations, the merger with Atlantic Southeast, and other union work. ExpressJet pilots who want to learn more about the tour or RSVP for events should visit ExpressJetSPC.alpa.org and click on the RSVP tab.



■ FrontLines *(continued)*

■ Mesa Pilots Enjoy The Outdoors at Family Awareness Event

On May 18, the Mesa Master Executive Council (MEC) held its second Family Awareness event of the year at the U.S. National Whitewater Center in Charlotte, N.C. More than 80 Mesa pilots and their families came out to zip line, paddleboard, raft, and rock climb, in addition to other fun activities. The event was also an opportunity for



Mesa pilots and their families enjoyed a day out at the National Whitewater Center in May.

pilots to hear the latest news from MEC and Negotiating Committee members.

“As our negotiations go into their third year,” said F/O Jake Clymo, the acting MEC chairman, “it’s more important than ever that we remain unified and focused on our goals—and not let the status quo lull us into inaction. These events allow the pilots to ask the tough questions and get the straight scoop from their ALPA representatives. It also gives our families the chance to get together and enjoy a day with their Mesa ALPA family.”

■ Wasaya MEC Holds PUB Events

The Wasaya Master Executive Council (MEC) recently held its first two pilot unity building (PUB) events in its domicile cities of Thunder Bay and Sioux Lookout, Ont., Canada.

On May 9 a group of pilots met in Thunder Bay with the MEC to discuss various issues, including ALPA benefits; professionalism; suggestions for content on the pilots’ MEC website, which is being

updated; and more. Also attending the PUB event was the technical editor for *Air Line Pilot*, who spent the week in Ontario covering a story for the magazine (see “Caravan Captains,” page 26).

“The pilots welcomed hearing about the opportunities and invaluable resources ALPA has to offer from a staff member’s perspective rather than one of their fellow pilots,” said Capt. Rob Watson, the MEC vice chairman. “A few guys had a whole new perspective of ALPA afterwards, which is a big step for a small pilot group to have this awareness.”

On May 18, a group of

pilots based in Sioux Lookout joined the MEC officers for the second PUB event. The MEC covered the same topics from the previous week.

“This style of meeting was well received by the pilots; they enjoyed the atmosphere and being informed,” said Watson. “We let the pilots know that even if we don’t know what is available [from ALPA], we just make a phone call and the floodgates open.”

■ Endeavor Air Pilots Comment on New Hiring Program

“To be asked to accept that new-hire pilots, who gave nothing to rescue this company from bankruptcy and who have not played a part in its revitalization, are more valuable to the airline and the brand than our current pilots is intolerable,” commented Capt. Jonathan Allen, the Endeavor Air pilots’ Master Executive Council (MEC) chairman, on June 3 regarding the Delta Air Lines and Endeavor Air announcement of a jobs program that will be offered to new Endeavor pilots. The program, known as “Endeavor to Delta” (EtD), essentially guarantees a job at Delta to new-hire pilots at Endeavor Air. Although current Endeavor pilots are eligible to participate in their own interview process with Delta, that process has only resulted in a Delta job offer for about 50 percent of the Endeavor pilots who have applied.

“It is wrong that new hires should get what Delta itself calls a ‘ticket to Delta’ while we continue to be offered only a coin toss.

“The MEC has stressed the

need for a broader solution to Endeavor’s hiring problems—one that addresses job progression to Delta, pay and benefits for Endeavor’s current pilots, and demonstrates a level of commitment to current Endeavor pilots on par with what Delta and Endeavor have just given new hires,” noted Allen. “Currently, nearly every Endeavor first officer’s pay is capped at a wage much lower than peers at other regional airlines, and many have been stuck in the copilot’s seat for as many as seven or eight years without the opportunity to be promoted to higher-paying captain positions, a trend worsened by the fact that captains continue to be forced back to first officer jobs as Endeavor Air’s fleet of airplanes shrinks.

“Our goal is to secure a comprehensive package that addresses the needs of the company, its pilots, and prospective new hires—a program that truly promises all of us a future. This is the only solution that fairly recognizes our contributions and the only path that can achieve the buy-in and support of the MEC and this pilot group.”

■ First Air Installs Inflight Data System

In the wake of the disappearance of Malaysian Flight 370, as airlines worldwide examine ways to improve their ability to detect safety problems on airplanes in flight, flightcrew members at First Air have collaborated with management to make their airline one of the first to install such a system. First Air is the launch customer for the FLYHTStream system,



Capt. Ed Snell (Mesa) is accompanied by his wife, daughters, sons, and grandchild on his final flight before retiring.

which automatically begins live-streaming selected flight recorder data via satellite to a ground station if an airplane experiences difficulty while airborne.

First Air became interested in the system several years ago because it does most of its flying in remote, rugged parts of the Arctic. Weighing safety improvements against the need to ensure that all data are used only for safety purposes, the First Air Master Executive Council has agreed to allow the restricted use of streaming inflight data under only three very limited conditions: an engine fire, an engine failure, or a loss of pressurization. These are all events in which the flight crew would initiate the “event” process under their current SOP. First Air hopes to launch the new system soon throughout its fleet of ATR and B-737 combis and B-767 and Hercules freighters.

■ Compass Pilots Now Have Use of Dispute Tracking System

After more than a year of

work, the Compass pilots’ Contract Committee has created a new online dispute tracking system in which pilots at the Delta Connection carrier can log in and report potential contract compliance problems.

The pilots can log in to the site (CPZPilotIssue.alpa.org) and file a report with supporting documentation—including pay stubs, schedules, e-mail correspondence, etc.—whenever they suspect management is violating their contract. The Contract Committee will review the information and determine whether a violation has occurred. The system is secure, private, and password-protected, and pilots who file reports can track the progress of their issue by logging in and reviewing the report status.

■ Mesa Pilot Concludes Long Career

Congratulations to retiring Capt. Ed Snell (Mesa), who flew his last trip May

14—Mesa Air Shuttle Flight 2853, from Meadows Field Airport in Bakersfield, Calif., to Phoenix Sky Harbor International Airport in Arizona—just one day before his 65th birthday. Snell’s wife, daughters, sons, and grandchild came along for the ride.

The Phoenix fire department met the airplane for a ceremonial retirement wash-down before Snell was greeted at the gate by pilots, flight attendants, and other well-wishers. A crowd of nearly 50 attended a special retirement dinner for Snell that evening. A former Air Midwest pilot, Snell flew for nearly 30 years.

■ Moak Challenges Members To Back the PAC and Outshine NATCA

Capt. Lee Moak, ALPA’s president, is challenging the Association’s more than 51,000 members to surpass the National Air Traffic Controllers’ (NATCA) 2013 Political Action Committee (PAC) donation totals. NATCA has about 15,000 members, and they contributed more than \$3 million in 2013. Last year, ALPA-PAC raised a third of this amount. “If we want to win in Washington, we’re going to have to do better,” he says. Scan the QR code to watch Moak’s video and learn why you should contribute to ALPA-PAC.

The descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, and senior administrative and

professional staff personnel, and their immediate family members living in the same household, are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. To learn more about ALPA-PAC, go to www.alpapac.com.



■ P4P—Ready When You Need It

Hurricane season for the Atlantic basin is here, and the National Oceanic and Atmospheric Administration has predicted that 9 to 13 named tropical storms and 3 to 6 hurricanes will form in the North Atlantic Ocean during the next six months.

This sobering forecast serves as a reminder that when ALPA pilots and their families fall victim to widespread disasters, the ALPA Emergency Relief Fund—Pilots for Pilots (P4P)—is available to provide for their immediate needs. Funded primarily from contributions by ALPA members and staff, P4P is a 501(c)(3) nonprofit organization and is one of the many tangible benefits of belonging to the Association.

Donations are tax-deductible in the United States, and P4P is available to both U.S. and Canadian ALPA members. To learn more about the fund, make a donation, or request a grant, visit www.alpa.org/relieffund. ●



Canada

■ Canada Board Meets, Advances Strategic Priorities

On June 4–5, members of ALPA's Canada Board convened in Thunder Bay, Ont., to take action on a number of agenda items and advance the Association's strategic priorities. The meeting kicked off the prior evening with an informal meet-and-greet between the Canada Board and the president, director of Flight Operations, and chief pilot of Bearskin Airlines, which is headquartered in Thunder Bay.

During the two-day meeting, representatives from all nine Canadian ALPA pilot groups and the Canada Board officers discussed ALPA's strategic priorities and initiatives related to the board's mission: "To work collectively as the leading advocate and representative for the Canadian profes-

sional pilot, with a focus on safety."

Capt. Dan Adamus (Jazz), Canada Board president, briefed the group on the status of updating flight- and duty-time regulations in Canada, securing jumpseat access for flight crews, and the Association's ongoing efforts to effect changes to programs that enable airlines to hire foreign pilots. Capt. Brad Small (Air Transat), board vice president, described ALPA's active participation in the recent International Federation of Air Line Pilots' Associations (IFALPA) conference and on federation technical committees, the Global Pilots' Symposium, and ALPA's upcoming Air Safety Forum, and encouraged ALPA pilots to take part in these global forums.

Capt. Georges Dawood (Jazz), board secretary-treasurer, reported that the board is in sound financial shape. He also gave an overview of ALPA's affiliation with the Canadian Labour

Congress, the Association's Pilots for Pilots (P4P) program, and the Board of Insurance Trustees, emphasizing the importance of the Canada Board's support for, and promotion of, these programs and affiliations.

After reviewing the board's strategic plan and agreeing to take it up in depth at the next meeting, board members discussed other topics, including staffing Canadian ALPA committees, internal and external organizing, and the Best Doctors consulting service. The next ALPA Canada Board meeting is scheduled for mid-November in Kelowna, B.C.

■ ALPA Congratulates Fox on Appointment to Chair of the TSB of Canada

"ALPA congratulates Kathy Fox on her appointment to chair of the Transportation Safety Board of Canada," commented the Association on June 17 regarding Fox's four-year term

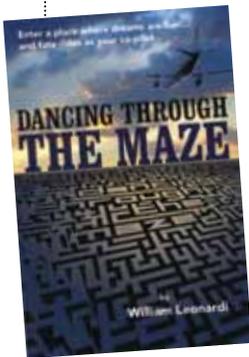
that will begin on Aug. 21, 2014. "We are proud to have collaborated with Kathy on several occasions during her tenure on the safety board, culminating a four-decade career in aviation. She has been extensively involved in aviation activities throughout her career. She holds an airline transport pilot license, has flown more than 4,500 hours, and still flies part-time as an instructor and pilot examiner.

"Kathy is an excellent choice to lead the safety board, and ALPA looks forward to our continued excellent relationship with the Transportation Safety Board of Canada," noted the Association.

"We also offer our best wishes to the outgoing chair of the board, Wendy Tadros. We have enjoyed working with her and wish her success in her future endeavors." ●

Have You Read? *Dancing Through the Maze*

By Capt. William Leonardi



Writing is a very private act; "publishing," however, has the same root as "public." Publishing one's writing is an act of daring, as much as landing an airplane full of passengers.

Capt. William Leonardi (Continental, Ret.) has had the courage to write a heartfelt, very personal memoir, *Dancing Through the Maze*.

Bill Leonardi grew up in Brooklyn, a disaffected youth who escaped via a college education in Illinois and a commission in the U.S. Navy, which sent him to Vietnam as a Lockheed Constellation EC-121 pilot, flying night radar jamming missions over Hanoi amidst flares and flak. He returned, like many vets, disconnected, disillusioned, and angry.

Leonardi found refuge and much adventure in his transition to airline flying. He flew turboprops for Command Airways (Poughkeepsie, N.Y.) and a series of other employers before buying a B-737 type rating and getting hired by People Express in 1983. Continental later bought People Express, and Leonardi retired as a B-757/767 line check airman in 2003.

A favorite paragraph describes Leonardi confronted by a group of harried customer service agents during a quick turn in Bogota, Colombia, the flight now hours late because of an extended weather delay in Quito:

"As the cockpit door opens, I turn in my seat to face them. They bring the odor of anguish with them. I smell passenger rage and disgust smeared on their clothing, percolating up like vapor. Invisible angry passenger aromas wafting off wrinkled jackets and stained white shirts, sully the warm electric odor of my home, here in the cockpit."

One particular disappointment: In the chapter "Quito with Jerry," Leonardi recounts being paired, as an instructor, with a copilot who had fewer than 100 hours in type—for a flight into Quito, Ecuador, with an IFR night arrival between towering mountains. Leonardi provides a vivid account of touching down at 195 mph (170 knots) in Quito and making a maximum effort to stop by runway's end. Pretty exciting, but he never explains why they ended up putting rubber on pavement at 170. That's the kind of stuff every pilot wants to know!

—Reviewed by Jan W. Steenblik, Technical Editor



SHARING OUR SUCCESS

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

ALASKA AIR GROUP DECLARES TWO-FOR-ONE STOCK SPLIT

Alaska Air Group announced on June 12 that its Board of Directors has declared a two-for-one stock split to be effected in the form of a stock dividend. The additional shares will be distributed on July 9 to shareholders of record as of June 23, 2014.

The stock split will increase Alaska Air Group's outstanding shares from approximately 68 million shares to about 136 million shares. This will be Alaska Air Group's second two-for-one stock split since going public. The last stock split was in March 2012.

UNITED OPERATES FIRST FLIGHT AT LONDON HEATHROW'S NEW TERMINAL 2

On June 4, United Airlines became the first airline to operate a flight at London Heathrow Airport's new Terminal 2, The Queen's Terminal. United Flight 958, a Boeing 767 from Chicago, arrived at Gate 38B at 5:49 a.m. local time.

United Flight 958 was the first of United's 17 scheduled flight arrivals at Terminal 2 on June 4. The airline was scheduled to operate 17 departures from the terminal that day, bringing all of its operations at Heathrow—previously split between Terminals 1 and 4—"under one roof" for the first time.

At Terminal 2, United customers will benefit from easier, faster routes through check-in and security.

FEDEX STRENGTHENS SUSTAINABLE ACCESS FOR COMPANY AND COMMUNITY

FedEx Corp. released its sixth annual Global Citizenship Report, outlining steps the company has taken to build a more sustainable business by improving its operational efficiency and engaging in local communities.

The report notes that one key indicator of these efforts has been the reduction of the company's environmental footprint while experiencing year-over-year growth. FedEx revenues were up in fiscal year 2013 while emissions from the company's owned and operated fleet and facilities dropped by 1.3 percent. However, as the report outlines, FedEx leadership and improvements in its operational sustainability—and its environmental and industry impact—are just one of the many ways that FedEx is providing long-term value to the business and the communities in which it operates. In addition to environmental efficiency, the report outlines key progress in areas such as economics and market access, community and disaster relief, and people and workplace.



On the Record

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

“With this amendment, the House put its foot down on companies that ‘nation-shop’ to find the lowest-possible standards in order to save a few bucks.”

—said **Rep. Peter DeFazio (D-Ore.)** in a statement regarding an amendment to the Transportation, Housing, and Urban Development and Related Agencies Appropriations Act 2015 that would prevent the Department of Transportation from approving Norwegian Air International’s foreign air carrier permit application because the airline’s operations would contradict the U.S.-EU Air Transport Agreement, which specifically prohibits any efforts to undermine labor standards

“The only thing that’s short in the industry is pay that the qualified pilots who are out there are willing to work for.”

—commented **Capt. Lee Moak, ALPA’s president**, in a *TIME* article

“Their governments recognize that airlines are a facilitator of economic development and growth. Whereas here [in the West], governments, through lack of commitment, vision, or policy, have seen air transport stagnate.”

—remarked **Willie Walsh, CEO of Europe’s International Airlines Group**, on the Middle East’s commitment to growing its aviation market share in a *Vanity Fair* article

“Foxx appears to be stuck in the middle of a battle between international standards and the U.S. airline industry, led in this case by the Air Line Pilots Association.”

—wrote **Ted Reed** in a *Forbes* article on Norwegian Air International’s foreign air carrier permit application

“Delta recognizes that our commitment and responsibility extends well beyond our customers and includes being good global corporate citizens. Supporting the Carbon War Room is a great step forward as we strive to lead the industry in innovation and sustainability.”

—said **John Laughter, Delta’s senior vice president of corporate safety, security, and compliance**, about the airline’s partnering with the nonprofit organization in an effort to accelerate low-carbon jet fuel production worldwide in a *Travel and Tour World* article

Rebounding Employment

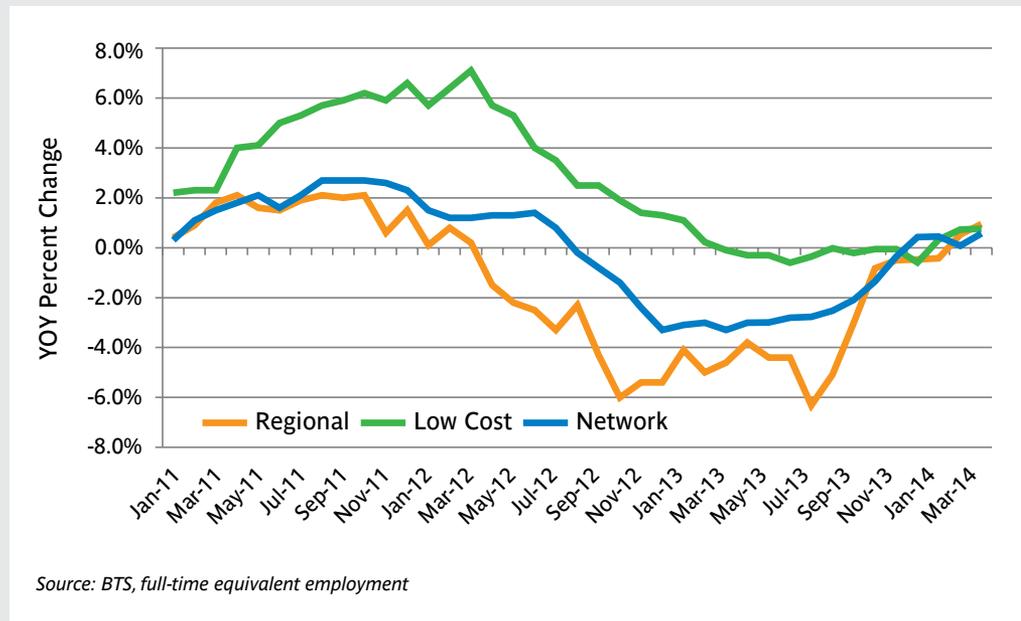
Employment in the passenger sector of the airline industry is starting to rebound. The Bureau of Transportation Statistics reported that full-time equivalent positions were up 0.8 percent in March from a year earlier. This marks the fourth consecutive year-over-year increase in full-time equivalent employees.

Increases were seen at airlines across the industry, with the biggest percentage increase coming from regional airlines, with an increase of 1.0 percent. Low-cost airlines, which include JetBlue and Spirit, increased 0.8 percent from last year. Network airlines increased 0.6 percent from a year ago.

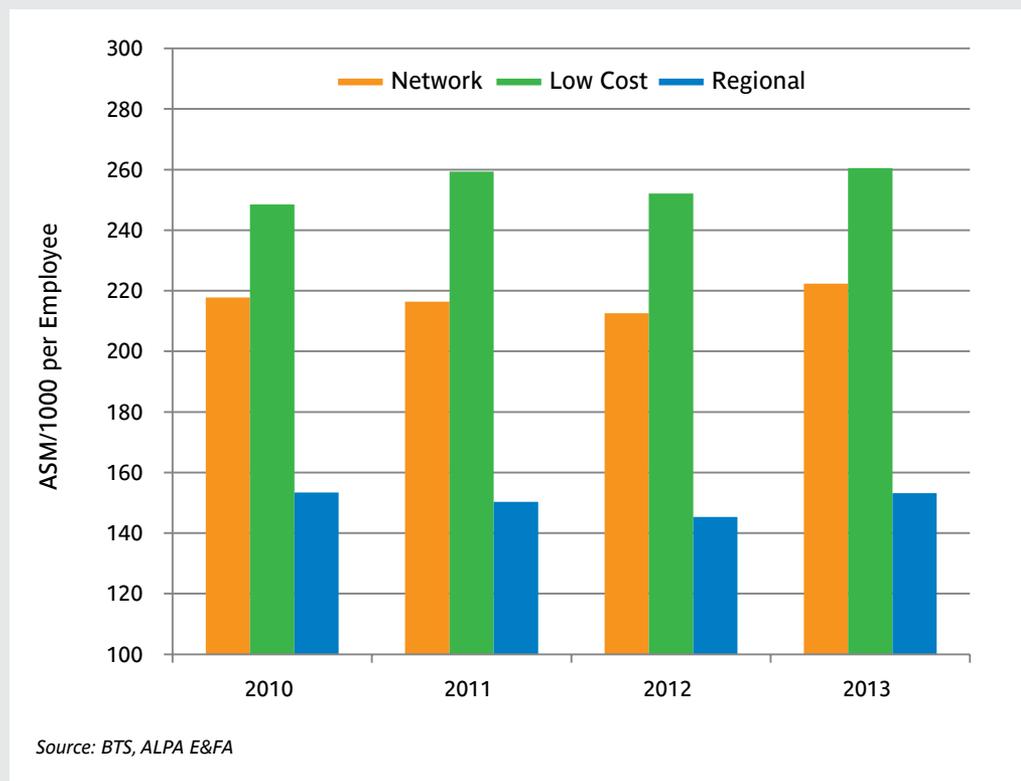
Productivity

As airlines add employees, they also try to maximize productivity. Productivity is a measure of output per employee, and airlines want to generate as much traffic per employee as possible. If airlines can generate more output, measured in available seat miles (ASM) or block hours, additional employee costs should be met with higher revenue. Productivity varies among airlines depending on their business model. Large mainline airlines with significant transcontinental or international flying are likely to show higher productivity figures because they fly farther routes with longer flight times. Regional airlines fly mainly short distances, thus reducing their productivity. Low-cost carriers' higher productivity is driven by lower staffing levels due to fewer aircraft types, higher aircraft utilization, and streamlined use of airport facilities. 

Passenger-Sector Airline Employment Rebounding



Employee Productivity





Mailbag



► **My grandson, Maxeoin, beat me to the mail stack again. You can't start 'em too young. Capt. Clinton Johnson (Delta, Ret.)**

Foreign airline competition

I sometimes hear our efforts referred to as protectionism, and it leads me to believe we are not always explaining ourselves well. I think we should point out that the reason Middle East countries (and others) decided to choose the airline business to compete against the West was mostly because it's a highly taxed industry. U.S. airlines pay massive taxes, and the employees are hourly workers who cannot take advantage of most tax shelters. This leaves foreign airlines in an easy position to match our net pay and expenditures at a greatly reduced cost, and this is where their advantage lies. It's similar to the government saying that other countries can sell cigarettes and alcohol in the U.S. but don't have to pay our taxes. We would be flooded with cheap foreign cigarettes and whisky.

On a related subject, I would be willing to bet a lot that if the airline

industry's PACs contributed \$30–50 million a year instead of the \$5 million currently, all our problems would magically disappear. They aren't paying the same "protection money" that lawyers, energy companies, and drug companies do, and our CEOs are then shocked and surprised by the government's lack of support.

Capt. Jay Abramson (United)

Captain's responsibility

Regarding the articles "Keeping Manual Flying Skills Sharp" and "Are You a Three-Percenter?" in the June issue, for many years the FAA and airlines have made rules, regulations, and policies dictating the captain's adherence to specific flight procedures and operation. At the same time, the captain has always been responsible for maintaining his or her own piloting skills and ascertaining the crew's piloting skills while flying safely—no matter what conditions were encountered. There is a conflict of behavior depending on each captain's interpretation of how to conduct his

or her flight. If the captain does not require himself or herself and the crew to maintain flight currency, he or she is not adhering to the requirements of a captain, no matter the policies. Many captains have developed the idea that it's the company's responsibility to train.

A stabilized approach requires flying skill not necessarily taught to any pilot. Most pilots do not know, nor are ever taught, the basic flight control required to trim an aircraft to the approach indicated airspeed and direct it visually on a collision course to the end of the runway essentially hands off, making all approaches, visual or instrument, the same. Most skilled pilots have figured it out themselves, though they likely don't know why.... It just works for them, but they can't teach it to their crew.

A go-around is not an emergency, just continued flight similar to a takeoff. If pre-briefed, there is no surprise—just add power as necessary to maintain required altitude and indicated airspeed, clean the configuration, and navigate. It's an excellent time for the crew to communicate to each other.

I suggest reading the March/April 2014 *FAA Flight Safety Brief*, page 13, for an excellent article on how manual flight works.

Capt. Robert Reser (U.S. Air Force/United, Ret.)

Editor's note: ALPA policy and FAA guidance advocate airline SOPs that encourage flight crews to exercise their manual flying skills when appropriate. Additionally, a new FAA Air

Carrier Training Aviation Rulemaking Committee will examine this issue with ALPA's active involvement. Pilots should always follow company procedures regarding manual flying. To view the article that the letter writer refers to, scan the QR code.



Good read

As a United retiree (1997), reading *Air Line Pilot* has evolved more toward skimming. But "Our Stories: Ain't No Mountain High Enough," [May] caught my eye. In the future I will not rush past "Our Stories." The article was most interesting, and when I checked the writer, my smile grew past my ears. John Perkinson was always a bright spot in the bustle of DCAFO.

Thanks for the article, John, and for most positive memories.

Capt. E.K. Williams (United, Ret.)

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

Correction

In the Roll of Distinction, May, page 37, K.M. Macdonnell should be K.M. Mac Donnell. In "Recently Retired," June, page 34, we mistakenly listed F/O Paul A. Majer (Alaska) as being retired.

In Memoriam

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

2011						
Capt. Fredrick H. Keith	Reeve Aleutian	May	Capt. Richard G. Hanson	Northwest	April	
			Capt. Willis T. Korum	Northwest	April	
2012			Capt. Hampton K. Miller, Jr.	United	April	
Capt. Grant L. Holmes	Continental	April	Capt. R.A. "Ray" Remick	Delta	April	
Capt. W.L. Neubauer	Delta	September	Capt. W.A. Rogerson	Northwest	April	
2013			Capt. Tory W. Vaughn, Jr.	Piedmont/US Airways	April	
Capt. Carlyle J. "Joe" Cox	FedEx	May	Capt. Stephen R. Beard	United	May	
Capt. R.J. Cox	Braniff	June	Capt. Dennis N. Brandstetter	FedEx	May	
Capt. N.W. Brown	Eastern	October	Capt. L.J. Cox	Delta	May	
Capt. Martin E. Best	United	November	Capt. Everett E. Gruber	TWA	May	
			Capt. Joseph A. Iervolino	Delta	May	
2014			Capt. William G. Jinks	People Express/ Continental/United	May	
Capt. Turner M. Gauntt, Jr.	Braniff	January	Capt. James R. Moser	Northwest	May	
F/O William R. Huffman	Frontier	January	Capt. Joseph H. Moss	Delta	May	
Capt. Randolph C. Aldridge	Braniff	February	Capt. Drew A. Peterson	Alaska	May	
Capt. John G. Brumbaugh	Braniff	March	Capt. Charles W. "Warren" Price, Jr.	Delta	May	
Capt. Arthur W. Dubois, Jr.	Braniff	March	Capt. Frank D. Rhodes, Jr.	Continental	May	
Capt. Richard S. Farrell	FedEx	March	Capt. C.O. Shorb	Braniff	May	
Capt. Norman L. Lindley	Northwest	March	Capt. Herbert Summers	Delta	May	
Capt. W.S. "Walt" Richardson	Delta	March	Capt. Robert E. Ward	Northwest	May	
Capt. William H. Seeman	Pan American	March	F/O William M. Cowden	Delta	June	
Capt. John L. Tompkins	Eastern	March	F/O John R. Pottinger	Delta	June	
Capt. W.J. Donahue	Delta	April				
Capt. Robert M. Donohue	Braniff	April				
Capt. John J. Dougherty	Delta	April				

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

ALPANEgotiationsUpdate

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

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

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

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

Canadian North—Negotiations continue.

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

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue July 8, 9, and 11 and August 4–5.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue July 29–31, August 25–27, and September 22–24.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012. Mediation continues July 15–17. ●



New ALPA Reps

At an Envoy Air 131 meeting held on May 22, F/O Adam Chronas was elected as the interim first officer representative for the remainder of the term of office.

At an ExpressJet 176 meeting held on June 2, Capt. Ivan Harris was elected as the interim captain representative/temporary chairman, and F/O Justin Peek was elected to serve as the interim first officer representative/temporary vice chairman for the remainder of the term of office.

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

- Air Transport International 190 Capt. Vladimir Zeravica, Secretary-Treasurer
- Envoy Air 133 Capt. Ezekiel Vazquez, Chairman (Capt. Rep)
- Envoy Air 133 F/O Zachary Blackburn, Vice Chairman (F/O Rep)
- ExpressJet 175 F/O David Morris, Chairman (F/O Rep)
- ExpressJet 175 Capt. John Kendrick, Vice Chairman (Capt. Rep)



“ALPA’S LEGISLATIVE SUMMIT CULMINATES WITH COORDINATED HILL VISIT EVERYWHERE I GO TODAY, I SEE AIRLINE PILOTS”

By John Perkinson
Staff Writer

“Everywhere I go today, I see airline pilots.” Those were the words uttered by a passing congressional staffer in Washington, D.C., the afternoon of May 29. And those words were true.

On that rainy Thursday, clusters of uniformed airline pilots crossed in front of the U.S. Capitol steps to visit their senators in the nearby Russell, Dirksen, and Hart office buildings or representatives in Cannon, Longworth, and Rayburn buildings. These pilots had a game plan, armed with maps, appointments, and talking points. They spoke as both constituents and airline pilots, asking members of the 113th Congress to support important aviation issues. And with nearly 130 ALPA members on the Hill that day, they spoke with one voice.

Many of the pilots who serve as Legislative Affairs Committee volunteers for their pilot groups came to the nation’s capital on May 28–29 to attend ALPA’s 2nd Annual Government Affairs Legislative Summit. Attendees heard keynote speeches from congressional leaders, watched panel discussions with aviation industry Washington insiders, and received training from ALPA’s Government Affairs staff—all in preparation to meet with federal lawmakers.

Capt. Lee Moak, ALPA’s president, welcomed the group, offering a sobering glimpse as to why the Association’s legislative affairs work is so important. “In this global economic environment, at this precise moment around the globe, people are trying to get access to all of our flying—domestic and international. If we don’t prevail right now, we are going to lose the profession, much like what happened to the maritime industry,” he warned.

“You carry credibility because you are subject-matter experts in your profession,” observed Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator. He talked about U.S. aviation policymaking as it relates to safety





and security measures and the gaps that still exist, which ALPA must address. Cassidy encouraged the pilots to get to know their elected officials and to follow up with them periodically, establishing relationships. “Start the dialogue,” he said.

Representative words

Rep. Peter DeFazio (D-Ore.), who sits on the House Transportation and Infrastructure Committee, and Rep. Adam Kinzinger (R-Ill.), who serves on the House Energy and Commerce Committee, spoke to ALPA members, talking about aviation issues and sharing their insights during this year’s legislative summit.

“I’m actually announcing today, which will make your organization very happy, that I’m signing onto the Norwegian Air International [NAI] letter,” said Kinzinger, referencing correspondence to U.S. Department of Transportation Secretary Anthony Foxx, asking him to deny NAI’s foreign air carrier permit application. “There’s an attempt to undercut the market here in the United States, and I believe that if that market is undercut, you’re going to continue to see air carriers try to fly to the lowest common denominator,” he said, adding, “We want to maintain the very high standard of aviation.”

DeFazio, who said he’s flown more than 5 million miles as an airline passenger, thanked the pilots for “climbing the Hill and putting a face

on the challenges confronting the aviation industry in the United States.” The Oregon congressman talked about the evolution of the American cruise line industry and its efforts to avoid U.S. labor laws, taxes, and oversight by incorporating in foreign nations. DeFazio pointed out that most of the U.S.-based cruise lines of yesteryear are gone. “Do we want to replicate that in the air? I don’t think so,” he commented.

Inside scoop

As part of the summit, pilot attendees heard a panel discussion titled “Washington Politics and the Aviation Agenda: An Insider’s Perspective.” Moderated by Michael Robbins, managing director of ALPA’s Government and Public Affairs, the panel examined D.C. challenges and what it takes to be successful in the political arena.

To break the ice, Robbins began by asking the three Washington insiders what they see as the biggest threat to the U.S. airline industry. Sean Kennedy, senior vice president for Airlines for America’s Global Government Affairs Department, said, “Our biggest challenge is inertia.” Kennedy noted that it’s difficult to get your message across when so little legislation is being passed. He iterated ALPA’s call for a level playing field and questioned the exorbitant fees and taxes included

LTPF 3.0

During the Association’s legislative summit, Michael Robbins, managing director of ALPA’s Government and Public Affairs, explained to attendees that the Association works to effectively identify problems in the airline industry. Now, the Association’s new white paper takes that one step further, offering viable solutions.

Robbins unveiled *Leveling the Playing Field for U.S. Airlines and Their Employees 3.0: Survival Mode*, the latest iteration of the publication, to the group. It details exactly why and how U.S. government leaders must act from an international, consumer, and one-level-of-safety-and-security perspective to ensure that U.S. airlines have a fair opportunity in the marketplace. The policy framework makes 15 sets of recommendations about specific actions the U.S. government must take to level the playing field for U.S. airlines and their employees.

ALPA’s “blueprint for action,” as Robbins described it, was officially issued on day two of the summit, during a news media briefing and webcast. The news media briefing drew journalists representing the Associated Press, *Aviation Week*, *Businessweek*, *Flight International*, *POLITICO*, Reuters, *The Wall Street Journal*, *TheStreet*, and *USA Today*.

To read the latest version of the white paper, go to levelingthefield.alpa.org. Join the conversation at #LevelWithUs. ♦





in U.S. airline tickets, noting that some of these funds are ultimately used for purposes unrelated to aviation.

NATCA Government Affairs Director Jose Ceballos said that his organization was most concerned about continued FAA funding and the need to maintain airline operations despite political-party differences. He noted that public-sector labor unions are under scrutiny, adding, “on the federal employee side, we play a lot of aggressive defense.”

Joel Bacon, executive vice president of Government and Public Affairs for the American Association of Airport Executives, said he fears a return to the sequestration disruptions that occurred last year. He, too, expressed concerns about Congress’s ability to shut down airport operations because of political maneuvering. “We need to talk to people on Capitol Hill about how important the industry is,” he said.

When asked for advice for the pilots who would be stag-

ing office visits to Capitol Hill the following day, the three panelists were direct. Ceballos said, “Stick to your message,” and explain things at a level that nonpilots can understand. Observing that members of Congress are asked for many things, Bacon recommended that pilots “focus on your highest priority.” Kennedy said, “Follow through.” Send each representative you meet a thank-you note and develop a relationship, building on Cassidy’s call to build and foster relationships with elected representatives.

Call to action

Elizabeth Baker, director of ALPA’s Government Affairs Department, briefed the attending pilot advocates on three key issues: deny NAI, secondary barriers, and support for the Safe Skies Act.

ALPA is asking lawmakers to contact U.S. Department of Transportation Secretary Anthony Foxx and encour-

age him to reject NAI’s foreign air carrier permit application. She explained that the request for this denial was not a concern about international competition. NAI’s plan is in violation of Article 17 *bis* of the U.S.-EU Open Skies Agreement because it undermines labor standards with its “flag-of-convenience” business model. The airline’s operation also raises regulatory and safety concerns because it’s based in a country (Ireland) to which the airline does not fly.

The week after the legislative summit, ALPA issued a press release praising the efforts of 33 Republican lawmakers who contacted Foxx, asking that he deny NAI’s request. The statement noted, “In total, more than 115 bipartisan members of Congress have expressed serious concern or outright opposition to NAI’s scheme.”

Baker noted that pilots should press lawmakers to support and consider cosponsoring legislation mandating



“WE NEED TO TALK TO PEOPLE ON CAPITOL HILL ABOUT HOW IMPORTANT THE INDUSTRY IS,”

JOEL BACON, EXECUTIVE VICE PRESIDENT OF GOVERNMENT AND PUBLIC AFFAIRS FOR THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

TEXAS TAKES ON WASHINGTON

On the morning of ALPA's visits to Capitol Hill, the Association's Government Affairs staff assigned ALPA pilot volunteers, dressed in uniform, to groups with other members from their home states. Here's a look at the day, from the Texas contingent.

Four of the Texas aviators—F/O Mark Segaloff (United), F/O David Marino (Delta), Capt. Dave Allen (ExpressJet), and Capt. Jay Cowieson (ExpressJet)—began their morning with a walk to the Rayburn building to talk with Rep. Ted Poe (R-Tex.), who represents the 2nd District, covering parts of Houston.

Sitting down in the congressman's office, the group shared its concerns regarding NAI's foreign air carrier permit application as well as needed support for the Safe Skies Act and the Saracini Aviation Safety Act.

The four pilots then headed north, joining with Capt. Steve Rose (Delta), Capt. Roger Brown (United), F/O Ron Hay (Delta), and F/O Greg Webb (Delta) in the lobby of the Hart building before proceeding to the fifth floor for a meeting with Sen. John Cornyn's (R-Tex.) chief of staff, who took detailed notes about the pilot-partisan points the pilots raised.

The group then split, and Rose and Brown walked back across the Capitol to the Rayburn building to speak with a staffer from the office of Rep. Lamar Smith (R-Tex.), who represents the 21st District north of San Antonio. Elizabeth Baker, the director of ALPA's Government Affairs Department, joined the meeting to reinforce what the pilots had to say before leaving for another Hill meeting. F/O John White (Delta) later joined Rose and Brown for a discussion directly with the congressman in his office.

Rose and Brown then accompanied Capt. Sam Landry (ExpressJet) in a brief discussion with the chief of staff of Rep. Sheila Jackson Lee (D-Tex.), who represents the 18th District, also covering parts of Houston. The ensemble took the underground train, beneath Independence Ave., to the Capitol where they spoke with the congresswoman in a reception room near the House Chamber.

Throughout the day, the pilots from Texas crossed paths with their peers from various other states to talk about their experiences and who they would visit next. ◆

cockpit secondary barriers (H.R. 1775/S.1692). This bill is known in the House as the Saracini Aviation Safety Act. Baker observed that using a service cart to block an illegal attempt to enter the cockpit when the door is open during flight is a security Band-Aid and not a realistic solution. While requiring hardened cockpit doors to better defend the cockpit was a positive step, an additional layer of security is necessary. Airlines may clamor about the cost, which is estimated to be between \$5,000 and \$12,000 per airplane, but as Baker pointed out, "Security should trump economics."

Just before the pilots departed for Capitol Hill, Ellen Saracini, widow of United Airlines Flight 175 Capt. Victor Saracini, whose airplane crashed into the south tower of the World Trade Center on 9/11, addressed the group. "Everyone being here, and having the support of everyone, is monumental to me," she said. "We have issues that we have to take care of for safety and security in our skies today." Saracini added that the proposed legislation is about

"making sure that a cockpit breach cannot happen."

Baker also urged ALPA members to discuss with their lawmakers the exclusion of all-cargo pilots from the recently revised FAR Part 117, outlining flight and duty times and rest rules. A pilot is a pilot regardless of his or her payload or mission, and the new regulations are based on current fatigue science regarding physiology and circadian rhythms. Fatigue is of particular concern for cargo pilots who frequently fly at night on the back side of the clock.

Legislation (H.R. 182/S. 1692), known in the House as the Safe Skies Act, has been introduced to correct this previous oversight. For decades, the Association has advocated for "One Level of Safety" for the simple reason that all pilots and airline operations should be treated equally. "Fatigue affects everyone the same way," Baker added.

Pilot members, family, and friends are urged to contact their elected government officials about these important issues by going to www.alpa.org/issues and participating in ALPA's Call to Action. 🗣️

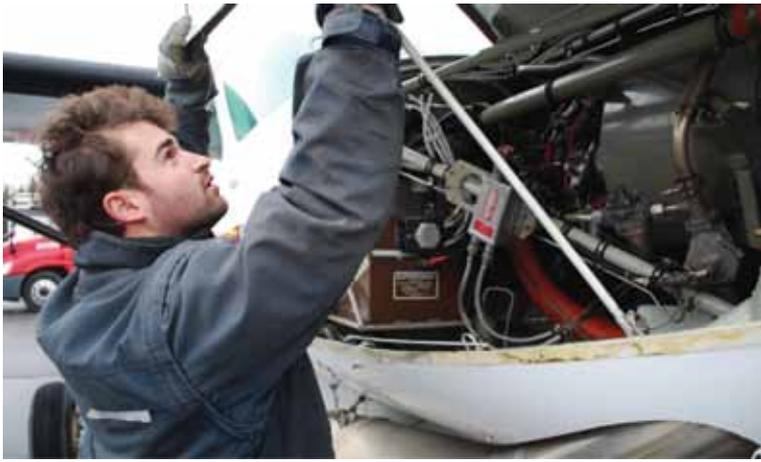


Caravan Captains

Wasaya Airways' Caravan captains fly low, slow, and sometimes solo to serve First Nations communities beyond roads' end

Article and Photos by Jan W. Steenblik, Technical Editor





FOR CAPT. DAVE DUNBAR

(Wasaya), 25, the world has shrunk to this: A flattened little ragged bubble of marginal visibility moving between the low rain clouds and the undulating boreal forest of northwestern Ontario at 120 knots. Rain streams back along the windscreen.

Dunbar moves the yoke on the Cessna Caravan I, a high-wing, fixed-gear, single-engine turboprop, with finger and thumb, skimming the bottom of the clouds. His scan flicks from the radar altimeter to the GPS-driven CDI to the outside view. The black spruce, jack pine, and fir, a ghostly stream of trees viewed through gauze, zip by several hundred feet below the left main wheel.

Despite the Caravan's boots, the cockpit placards include *Disconnect Autopilot at First Indication of Ice Accretion; This Airplane Is Prohibited From Flight in Known or Forecast Icing; and 120 KIAS Minimum in Icing Flaps Up Except 110 KIAS if Climbing to Exit Icing.* The OAT is 1 C.

Ahead, at times, a snowy patch—a pond—appears against the blurred green of the spruces.

And ahead lies the slight ridge, a moraine left by the last retreating glacier, that marks the highest point on his southbound return to Pickle Lake (CYPL) from Kingfisher Lake First Nations Reserve (CNM5).

Dunbar, alone in the airplane, is flying just above Wasaya's operating minimums for VFR flight in uncontrolled airspace: a 300-foot

ceiling and 1 mile of visibility. *Beeepbeepbeep* says the altitude alerter as the Caravan skims over the ridge at exactly 300 feet.

A few miles from CYPL, Dunbar turns west, off the GPS direct route, to set up for a left base for Runway 09. He jabs a finger at the GPS, and the moving map display projects a magenta extended runway centerline for reference and situational awareness.

Dunbar pulls the big T-handle in front of his right knee, opening the inertial separator on the PT-6, slows, and drops flaps. He intercepts the magenta line and follows the curve of the lake's shoreline (blurry dark green to the right, smudged snow on the left). One mile out, the pavement looms out of the midday gloom. Forty-plus miles at minimums ends back on the rain-swept ramp.

Dunbar's done for the day; CYPL station manager Bob Bileski has shut the operation down. No one else is likely getting into Pickle in this weather.

Paperwork completed, Dunbar climbs into the company van for the short ride to the staff house where he and several other Wasaya pilots will swap stories, eat, check e-mail, and watch a television show on how cheese graters are made.

HEADQUARTERED IN THUNDER

Bay, Ont., Wasaya Airlines serves 25 First Nations communities in northwestern Ontario plus a handful of mining operations. Wasaya (Oji-Cree for "it is bright," as in

At left: Capt. Dave Dunbar preflights the PT-6 at Pickle Lake. Above, "steam gauges" and torn knees: Dunbar in the Caravan. Opposite: The remains of an ice road on melting lake ice.

the rising sun) is owned by 10 of the First Nations communities it serves.

Using a fleet of five aircraft types—Caravans, Pilatus PC-12s, Beech 1900Ds, Dash 8s, and Hawker-Siddeley HS-748s, Wasaya connects these small communities with the airline's bases in Pickle Lake, Thunder Bay, Sioux Lookout, and Red Lake—and thus with longer-haul airlines and the North American highway system.

Wasaya's five Caravans can carry a payload of about 3,000 pounds and carry freight, as many as nine passengers, or a mix of passengers and freight.

DUNBAR'S CAREER AS A WASAYA

pilot began as a freight loader on the ramp at Red Lake (CYRL) where, on a day with better weather, Capt. Paddy Morrissey, 38, oversees redistribution of a full load going north in another Caravan. Morrissey is a captain on the Hawker freighter whose Rolls-Royce Dart turboprops are spreading their high-pitched scream across the ramp, but the airline is short a Caravan pilot today, so he's taking the groceries north in the smaller airplane. Morrissey also is a training captain and approved check pilot and



helped mentor and train Dunbar when the younger pilot became an apprentice Caravan copilot.

Morrissey taxis past a restored Noorduyn Norseman, an early workhorse of the north (Red Lake is “The Norseman Capital of the World”) and checks in with Kenora Radio via an RCO on the field.

Preflight checklist complete, he takes Runway 08 and launches for Pikangikum (CYPM), some 50 miles north. Morrissey will make position reports and ETAs to Kenora Radio and company as “Wasaya 126” all day.

The wheels leave the asphalt at 80–85 KIAS; Morrissey cruises north in severe clear under scattered cumulus, level at 5,500 feet MSL, the typical maximum altitude northbound; the Caravan is unpressurized, and above 5,500 the bags of chips in the back might pop. Morrissey switches the autopilot off in the bumpy lift under the clouds, noting that the Caravan “has a pretty good autopilot, but the servos wear out faster in turbulence, so I just hand-fly it.”

Pikangikum, like most of Wasaya’s northern destinations, offers the standard government-issue 3,500 feet of gravel and a dirt ramp with two poured-concrete pads. To reduce gravel wear on the prop and belly pod, the pilots try to park downhill, into the wind, on the concrete pad.

As a courtesy to the passenger flights, Morrissey takes the downwind pad. Two Oji-Cree

freight handlers for The North West Company back a cube truck with a faded Wonder Bread logo within a few feet of the Caravan’s cargo door.

Morrissey kneels on the Caravan’s rough plywood floor, shoving cargo toward the door—cases of Enfamil, Coffee-Mate, canned chili, dog food, Kool-Aid Jammers, Aunt Jemima syrup, Dole pineapple, ground coffee, toys, Dream Whip, Kadoodles, toilet paper, instant soup, raw sugar, Shake ‘N Bake, a couch. On another bare-earth ramp, Dunbar, who played competitive hockey in school, kneels like a goalie in his Caravan and compares the unloading to another ice sport, curling: “Every box or carton has a different weight, and you’re trying to make it stop right in front of the door for the freight handler.”

Before saddling up again, Morrissey pulls a broom from the Caravan’s cavernous belly pod and sweeps the area under the big trike’s prop to reduce gravel erosion on the blades. On the upwind ramp, a Beech 1900D fires up, leaving a fine layer of grit on Morrissey’s teeth. The Beech drags a tremendous dust storm down the strip during takeoff.

MONDAYS AND THURSDAYS, when the big trucks arrive from the south, are the busy freight days for Wasaya. But today is Tuesday; Morrissey will fly only five roundtrip flights and log 5.6 hours: freight and mail northbound; mail, passengers, or both southbound.

Before Morrissey launches for Sandy Lake, the Red Lake freight loaders install six seats for charter passengers and pack the cargo around them. At Sandy Lake, after unloading the freight, Morrissey boards a man and his young daughter and gives a cabin safety briefing—doors, fire extinguishers, “first aid kit behind the net, survival gear in the belly pod.” In North Spirit Lake, he picks up another five Oji-Cree men.

THE OJI-CREE AND THEIR ANCES-tors have lived on the Canadian Shield for at least several thousand years. The reserves on which they now live are bleak.

At Cat Lake, the graffiti on an airport fuel tank reads: Welcome to hell.... Hope you enjoy your stay.

THE CANADIAN SHIELD IS THE oldest crust on the planet, a former mountain chain and string of volcanoes long ago worn nearly flat and pocked by glacier-gouged lakes and ponds. The Shield does not support agriculture, but the ancient rock is a rich source of gold, nickel, copper, platinum, palladium, and other strategic and precious metals. Four active gold mines operate within a short distance of Red Lake.

An easy walk north of the airport is Goldcorp Canada’s Red Lake Mine, the richest gold mine (by ore density) on Earth. The Wasaya pilots train to avoid its elevator building, several stories tall and topped with flashing obstruction lights, during circling



approaches. They don't circle on the south side because of the low-altitude VFR carveout for float pilots operating just south of the airport.

MORRISSEY OBSERVES, "IN summer, it's hard to get a word in edgewise" on the radio at Red Lake, which gets a lot of tourist traffic (the lake boasts four nearby floatplane bases) plus firefighting crews, water bombers, and helicopters. The annual return of the firefighters is a testament to the extreme temperature swings that characterize the northwestern Ontario climate—winter lows of -40 C (-40 F) and summer highs above 38 C (100 F) that grow thunderstorms and the lightning that sparks forest fires.

But on this beautiful spring day, the scenery is spectacular; ponds, lakes, and rivers claim nearly half the landscape. Thus building permanent roads across sparsely populated northwestern Ontario would require too many bridges and be too expensive—but for several weeks every year, the ice will support heavy trucks. The winter roads carved through the forest and plowed across the frozen waterways open the land to a rush of surface freight, and the call for air freight falls dramatically.

"This last winter was tough," Morrissey observes. "We had almost four feet of ice at Red Lake, and the ice roads lasted longer than usual. This winter really hurt us."



At top, left to right: Unloading at Cat Lake; on short final to Red Lake's Runway 08; Capt. Paddy Morrissey describes last year's winter; a local airport sign in English and Oji-Cree—but not French. Above: The Caravan sports unique hardware: a chain and clip to secure the open door in wind on the ground, a great alpenhorn exhaust stack curling sinuously along the lower right side of the cowling, a rubber gravel-scraper on the nosewheel strut to keep the nosewheel tire from throwing gravel forward into the prop.

Now, in May, the ice is melting along the shorelines but still covers most of the water. From the air, the lake ice, frosted with wind-carved drifts of snow, has a delicate pattern of light and dark: white with dark blue, black, green, blue-green, or, where the wind has blown bare soil onto the lake, brown. The ice is flecked like the flanks of the northern pike (locally known as jackfish) that abound in the lakes below. Where white mingles with black and brown, and where the remains of winter roads, snowmobile trails, or stress fractures streak the flecking, one might imagine the tail feathers of a ruffed grouse. "Spider holes," resembling black spiders splayed on the snow, show the ice is breaking up.

CAPT. ERIC BUCKLER, WASAYA chief pilot, says he generally looks for about 1,000 hours total time in a new-hire pilot with a commercial certificate and instrument and multiengine ratings. "We'll consider a pilot for upgrade to Caravan captain at about 1,500 hours," he explains, "and an upgrade to Pilatus captain at about 2,500 hours. We operate all of our scheduled passenger flights with two pilots, but some of the company charters and freight runs in the Caravan and Pilatus are single-pilot. Transport Canada requires sim training for single-pilot IFR, and we teach both CRM and pilot decision-making for single-pilot ops in our ground school. Transport Canada also requires 20 hours of line indo; our company policy requires 50 hours." ▶▶▶

DURING LINE INDOC, MORRISSEY will ask a new Caravan captain, “Where would you go if the engine quit right now?”

During fall, winter, and spring, the pilot is likely to suggest landing on the nearest frozen lake.

“How do you know if the ice will support the weight of the airplane?” Morrissey will ask. He will explain that, even though judging the quality of the ice from the air is not an exact science, in the spring, ice that is white, silver, or grey is stronger than darker ice.

“At the end of the season,” Morrissey observes, “you may have the thickness, but not the strength, you need in the ice to land on it. If it looks black, you can’t trust it. Also, in the spring, you want to land in the center of the ice, not the edge—in the fall, it’s the other way around. And you have to look for sources of current—mouths of creeks and rivers, anywhere a large body of water narrows into a smaller body. Where you have current, the ice is likely thinner.”

THIS FLYING, BEYOND controlled airspace, jetways, security screening, neckties, and shoulder boards, is not everyone’s cup of tea. But for some, including many of Wasaya’s pilots, the lifestyle gets in one’s blood.

Dunbar loves the freedom that his two-weeks-on, two-weeks-off schedule gives him to canoe, camp, and fish. Yet he says, “After being off for two weeks, it always feels good to get back in the airplane.”

SPIFR in a PC-12



IT’S A WEDNESDAY EVENING IN THUNDER BAY, Ont., so Capt. Ray Keatley (Wasaya), 27, straps on the Pilatus PC-12 single-engine turboprop for the “maintenance flight” to Pickle Lake (CYPL). Company employees fill all the seats; fellow pilots are headed north for a “shift change”—i.e., ending their two weeks off duty and beginning two weeks of living in the Pickle Lake staff house and flying the line.

Though Wasaya operates most PC-12 passenger flights with two pilots, some PC-12 cargo flights and company charters are flown single-pilot IFR (SPIFR).

The PT-6 hums smoothly; the four-bladed Hartzell bites the cool air with enthusiasm, and the PC-12

climbs at 130 KIAS and 2,000 fpm. Unlike the Caravans, the PC-12s are pressurized; Keatley levels in the milky haze at FL200.

“It’s a very versatile airplane,” he points out. “There aren’t many single-engine airplanes that can cruise

260 KTAS and land

with ref at 84 KIAS. Because the Pilatus has big flaps, and we can land with flaps 40, we can land in the same distance as a Caravan. In summer we fly U.S. fishermen from Thunder Bay to Miminiska, a fishing camp east of Pickle Lake—2,400 feet of grass—in the

Pilatus. We usually take a co-captain for safety.”

This particular PC-12, he explains, is the only one in the Wasaya fleet with an overhead panel; earlier and later models put all the overhead stuff on a panel on either side of the yoke. Experience showed that the overhead location was not optimal for SPIFR.

Transport Canada requires flight simulator training for all pilots engaged in SPIFR airline operations. Keatley went to SIMCOM in Orlando, Fla., for his sim training, which included much practice in emergencies.

On the descent into Pickle Lake, Keatley flies a “2 to 1” approach path—i.e., planning only 2 nm per 1,000 feet of descent (versus the “3 to 1” rule of thumb that multiengine pilots usually use for descent planning) in case of engine failure.

“Best glide speed at heavy weight is 114 KIAS,” Keatley advises, “so you slow to that speed initially; but the neat thing is, this airplane has an angle-of-attack [AOA] indicator [on the left side of the EADI], so your real target at any weight is between the center marking and the diamond on the ‘S’ side on the AOA indicator. And you won’t be coming down that fast, about 800 fpm. So from up here [FL200], it’s going to take more than 20 minutes to come down.

“About half of our sim training is dealing with engine failures,” he continues. “They even train us to fly a back-course ILS after an engine failure in IMC at 1,000 feet after takeoff—we fly a teardrop back to intercept the ILS [back course] and land on the opposite runway. It really makes you sweat the first few times you do it, but it’s a great confidence builder.”





Support Your

PAC

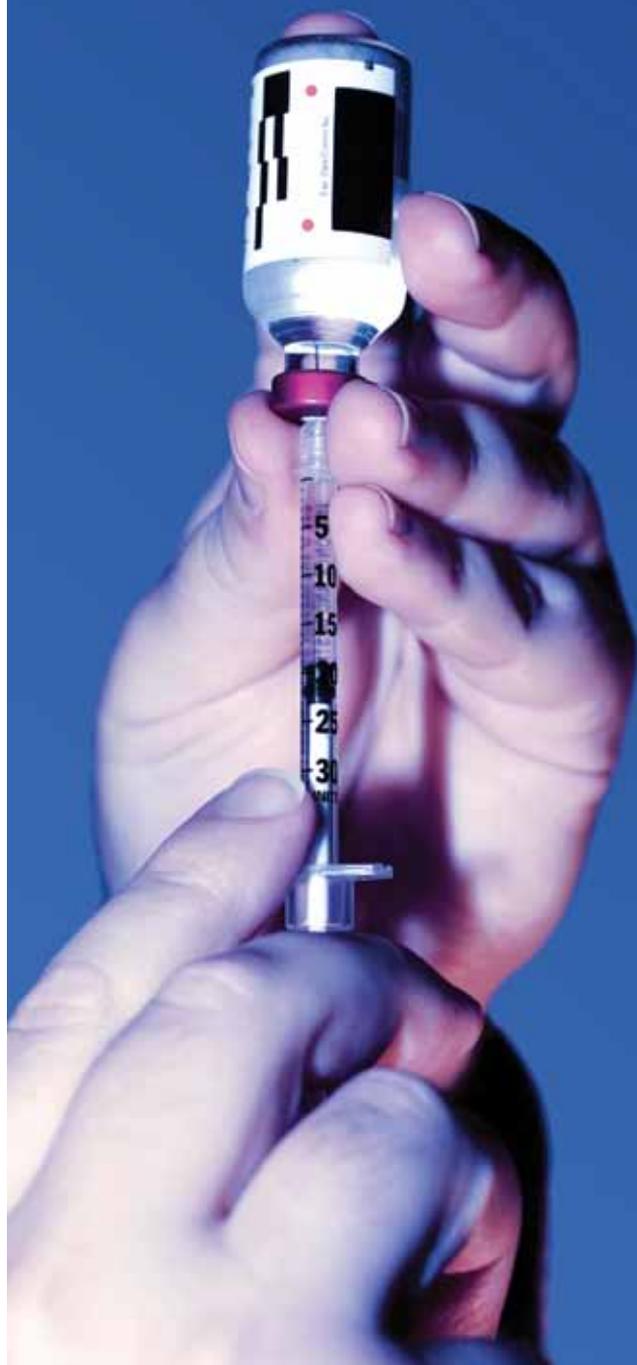
WWW.ALPA.PAC.ORG

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DIABETES: My Story (Part 1)

By F/O Raymond Crews (Delta)



The events of 9/11 changed my life, and they probably changed yours, too. A year after the tragedy, the furloughs caught up to me. But, thankfully, I was earning a paycheck from the Air Force Reserve.

As part of the “War on Terror,” I was activated and deployed overseas. Stationed in the middle of the Indian Ocean, I had the perfect opportunity to devote time to fitness. Every morning I’d run six miles then swim for 30 minutes. In the afternoon, I’d spend an hour at the gym. All the while, I was eating “clean.” Only one meal a week was “discretionary.”

Not surprisingly, I was tired and thirsty. So I took a short nap after swimming and drank lots of water every day.

I did my tour and came back home, but was later redeployed. I was a bit disappointed that even with all my dedication to exercising and eating healthy, I hadn’t gained a pound (6’2” and 175 pounds—the same as when I left). Sure, I was leaner, but I was hoping for more muscle mass.

I returned home from being deployed, and the following year I was recalled by my airline. I scheduled my FAA Class 1 medical exam—completely unaware of the life changes that would result.

Up until that day, all of my medical examinations had been nonevents. So when my blood sugar was taken, I barely gave it a thought. (Blood glucose is not normally tested during an FAA physical. But more on this later.)

After what seemed like a longer time than usual, the aviation medical examiner (AME) entered the room and announced that he would have to deny my medical certificate. Why? Diabetes. My blood sugar concentration—450mg/dl—exceeded normal limits. A normal fasting blood sugar would be in the range of 70–130mg/dl. My A1C, the percentage of hemoglobin coated with sugar, was 11.4. Nondiabetics generally have readings below 5.7.

Upon announcing that I would never fly for an airline again, the AME called my reserve unit and had me placed on “T-4” status. Translation: no pay. So in a matter of minutes, I lost two jobs and was told my limbs could be next!

Thankfully, I had a great wing commander who

found a way to get me paid while I fought the disease and researched my options. Upon reviewing my condition, the Air Force Reserve allowed me to serve in a nonflying capacity as long as I was stationed in a location that had a fixed-base medical treatment facility.

Fortunately for me, the AME didn't quite get the facts right. A diabetic can return to flying with a first-class medical certificate if he or she uses only oral medication and after a 60-day observation period on the medication. So I went back to what I thought was clean eating and exercising daily.

At the end of the "waiting" period on the medicine and a new diet and exercise regimen, my A1C was down to 5.7. (The FAA wanted it below 9.0.) What a relief! I applied for and received a Special Issuance Authorization, which is required if you've ever been denied a medical certificate. I returned to work and flew happily ever after—well, not really.

Several years later, I found myself losing energy and spending a lot of the time hungry while trying to avoid high blood sugar. I exercised more and had my oral antidiabetic dosage increased. Finally, I had to admit that it was time for me to go on insulin—my pancreas was not producing enough on its own.

On the advice of ALPA's Aeromedical Office, I let my medical lapse and was added to the company disability list. (Once on insulin, diabetics are no longer permitted a first- or second-class medical.) The Air Force Reserve found my condition, once I began taking insulin, "incompatible with military service" and decided my desk job would have to end.

Even though my airline and military careers may have gone the way of the B-727, ALPA provided me vectors through the smoothest air. ALPA provided valuable aeromedical advice, and my ALPA-negotiated contract provided disability compensation

to get me by while starting new careers.

I also have faith that ALPA will fight to get insulin-dependent diabetics back on the flight deck. Canada already permits this. Scan the QR code to read "Flying on Insulin," by Steve Steele, in *Diabetes Health*.

Technological advances have made it possible to monitor blood sugar continuously and administer insulin automatically. Frequent doctor's visits and lab tests help diabetics stay more informed about their health than the majority of "healthy" people.

So what can you learn from my experience?

Never apply for a medical certificate if you know or suspect you will be denied. Enough said (see "Health Watch," page 31, April 2011).

Know the signs of diabetes. I attributed all my previously mentioned symptoms to my intense exercise regimen. (I also had blurred vision, but only at night and only in one eye—a story for another day....) However, had I known more about diabetes, I might have recognized these signs as symptoms of the disease.

Check your blood sugar! I mentioned that blood sugar testing is not normally required for a medical certificate. Mine was tested on that fateful day because sugar was present in my urine. It's

way too high by the time it shows up there. I could have known my condition much sooner had I obtained and used an inexpensive glucose meter.

Start eating right! Look at the incidence of diabetes in the developed world, and it's obvious our diets play a huge role. More calories mean more insulin, whether from your own pancreas, supplemental insulin, or a combination of the two. (Did you know that insulin level is a better predictor of heart attack risk than cholesterol level?) Reduce your intake to only what is required and get it from nutrient-dense sources so that you can reduce the need for insulin altogether. (Read *The End of Diabetes* by Dr. Joel Fuhrman.)

Max out your supplemental disability/loss of license insurance. This didn't help me, but had I not been on furlough, it would have been a huge help. Unfortunately, I was "uninsurable" under the supplemental programs due to diabetes once I returned from furlough.

Call ALPA's Aeromedical Office early on! If you suspect a health problem, get professional advice *before* you see the AME.

How could this story have played out differently given the above suggestions?

During my deployment, once noticing lethargy, blurred vision, excessive thirst, and lack of energy, I would have suspected diabetes. Next I would have called ALPA's aeromedical advisors for advice. Then I would have gone to the base medical clinic and had my blood sugar tested. Since I was on active duty at the time, the Air Force would have been required to retain and treat me.

Once recalled, I would have accepted but immediately gone on disability and waited to apply for a medical certificate until I met all the requirements.

Since I would have been eating better all along, the diabetes would have progressed at a much slower rate or maybe not progressed at all and I might still be flying with only an antidiabetic medicine, rather than taking insulin and just watching my fellow aviators fly overhead.

Please don't let a repeat of my experience happen to you! 🌐

Next month—Part 2:
Beating Diabetes



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

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



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

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

ALPA Testifies on Ex-Im Bank: It's All About the Jobs

By John Perkinson
Staff Writer

Capt. Lee Moak, ALPA's president, testified before Congress on June 25, saying that the Export-Import Bank of the United States has lost its way, deviating from its historic mission by providing below-market financing of Boeing wide-body aircraft to foreign airlines—companies that don't need the financing but use the advantage to undercut U.S. airlines and eliminate ALPA pilots' jobs.

"The bank is effectively providing a subsidy to foreign airlines that then operate the Ex-Im Bank-financed aircraft on routes that are, have been, and could be served by U.S. airlines," said Moak. "It is one matter to compete with foreign airlines that are subsidized by *their government*; it is another matter entirely to compete with foreign airlines that are subsidized by *our government*." Moak participated as a panelist at the U.S. House Financial Services Committee's hearing titled "Examining Reauthorization of the Export-Import Bank: Corporate Necessity or Corporate Greed?"

Moak noted that last year, the bank approved \$7.9 billion in financing—at rates and terms not available to domestic airlines—for widebody aircraft purchased by foreign competitors.

Case in point

Providing evidence, Moak pointed to the 2006 inauguration of Delta Air Lines nonstop service between New York and Mumbai. During the following three years, the bank provided Air India with approximately \$3.3 billion in loan guarantees, which the carrier used to purchase B-777s to fly the same route. This economic edge, one that Air India otherwise would not have been able to afford, compelled Delta to withdraw from the market in 2008.

Moak also highlighted state-owned and state-subsidized foreign airlines like Etihad Airways, Emirates Airline, and Qatar Airways, which take advantage of Boeing's special financing opportunities, despite robust balance sheets and excellent credit ratings.

"Combine these facts with the \$162 billion in aircraft orders

placed by these three airlines just last year at the 2013 Dubai Airshow, and the picture for U.S. airlines' ability to compete internationally becomes extremely bleak," observed Moak.

International flying remains a crucial market for U.S. airlines and the jobs they provide. Nearly 18,000 pilots at U.S. carriers fly internationally, and their jobs are in jeopardy from this competitive inequality. Reductions in revenue result in cutbacks that include service contracted to domestic fee-for-departure airlines.

Less obvious, but just as debilitating, is the effect widebody subsidies to foreign carriers have on competing U.S. all-cargo airlines.

Financial fix

The bank's 2012 reauthorization called for the U.S. Treasury Department to negotiate with its European counterparts—entities that offer similar financing provisions for the Airbus Group—to completely eliminate widebody aircraft financing. However, little progress has been made on this front.

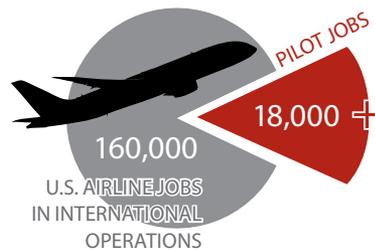
"The bank appears to be ignoring the intent of Congress," said Moak. "With its authorization expiring on September 30, now is the time to ensure that the bank operates with maximum transparency, uses proper economic modeling,

and analyzes the potential of its widebody aircraft financing to harm U.S. industry and U.S. jobs."

In the interim, Moak called on Congress to reform the bank in two basic ways. He recommended barring the bank's involvement in the sale of widebody aircraft to airlines that receive "any type of state subsidy, are wholly state-owned, or are eligible to obtain commercial loans comparable to those received by U.S. carriers to finance their aircraft purchases." He also recommended developing an assessment tool to determine the adverse economic effects of any Em-Im Bank-subsidized transactions on U.S. airlines and their employees.

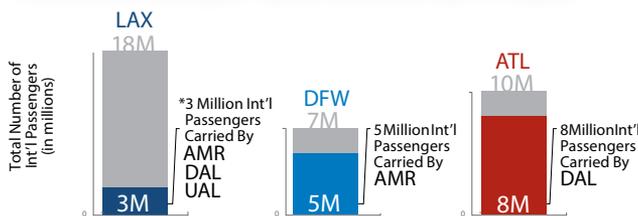
Moak said that ALPA fully supports the mission of the bank and the growth of U.S. manufacturing, but observed that "U.S. airlines can only compete and prevail in the global marketplace if they operate on a level playing field." He pointed out that "the current practices of the bank unfairly tilt the playing field to the advantage of U.S. airlines' competitors." 🌐

International Flying: U.S. Jobs @ Risk



Airline pilot jobs on international routes are threatened, but so are the jobs of U.S. regional airline pilots who fly int'l passenger to and from their final destinations.

International Passengers—By the Numbers at Key U.S. Airports



* These airlines have the top three total market share at LAX.

Sources: U.S. Department of Transportation Form 41 for all U.S. Carriers, Bureau of Transportation Statistics and respective airport authorities; 2013 data.



With Nobel Effort, Pilot Sets His Sights On the Prize

By John Perkinson
Staff Writer

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

Capt. Len Kaine (US Airways/PSA, Ret.) is anxiously waiting for October 10, the day he learns if he will receive the coveted Nobel Peace Prize. The 78-year-old, who was previously nominated in 2003, has dedicated the majority of his life to philanthropic pursuits through the Golden Rule Society, which he founded in 1972.

"Mr. Kaine has selflessly dedicated his time and his efforts as a nonpaid volunteer for more than 42 years in the pursuit of two life goals: world peace and improving the lives and the opportunities of people the world over," said Congressman Scott Peters (D-Calif.), in his Jan. 30, 2014, nomination letter for the esteemed aviator. "In over four decades of hard work and total devotion to these goals, he has built an international outreach program espousing the simple yet elegant philosophy that bettering the lives of others is life's greatest pursuit."

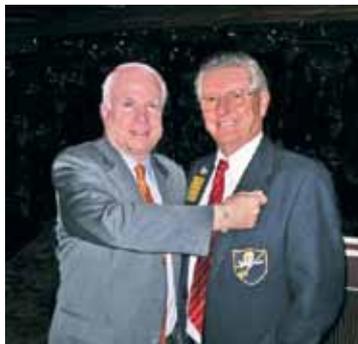
A decorated Navy fighter pilot who completed more than 100 combat missions during the Vietnam War, Kaine returned to the states deeply moved by the tragedy and devastation he witnessed. He accepted a flying job with Pacific Southwest Airlines (PSA), but felt that he needed to do something more with his life. Soon after, Kaine developed a simple fundraising idea inspired by two electric shavers he received as gifts one Christmas. During a flight, he made a unique announcement to his passengers.

"Here I am on the airplane. I said, 'Folks, I've got two electric shavers; I only need one,'" Kaine recalls. "I will swap this electric shaver with somebody in the back for something of greater value." He explained that this offer would help raise money for the families of prisoners of war and those missing in action. The passengers responded favorably, and Kaine expanded this trading system, providing other items on other flights. In time, he raffled off the many items he collected. "It was a bit of a lark," he says, but his plan was a success, raising more than \$22,000.

The Golden Rule

"I decided to get help to form the Golden Rule Society as a charitable, nonprofit corporation. With that kind of money and prizes, people were bound to ask where it was going," he says. Kaine established a network of volunteers to manage everything from accounting to the necessary reporting to government agencies.

According to the Golden Rule Society's website, the organization offers a number of beneficial educational, motivational, and character-building programs to all children, but with special



Above, Capt. Kaine receives the U.S. President's Lifetime Achievement Award for Volunteer Service from Sen. John McCain. At right, Kaine as a pilot for PSA.



affinity for children of military service members, firefighters, and law enforcement personnel and all who protect and serve. Over four decades, Golden Rule has reached out to kids in countries overseas and worked with local, national, and international charities, providing fund-raising guidance and support. Kaine still serves as the nonprofit's president.

Man of action

Kaine's success should come as no surprise. He received numerous commendations during his time flying as a Navy pilot, including two Distinguished Flying Crosses and seven Air Medals. In 1986, US Air purchased PSA, and two years later Kaine retired as a B-757/767 captain. He continued his charitable work and, in 2006, won the U.S. President's Lifetime Achievement Award for Volunteer Service. Just four years ago, the U.S. Department of Veterans Affairs honored him with its Veteran of the Year Award for his altruistic efforts.

Despite his accomplishments, the celebrated pilot faces a tough field of Nobel Peace Prize contenders this year with a total of 278 nominations submitted—the most the Norwegian Nobel Committee has ever received. And competing with Kaine are the likes of Pope Francis and the International Space Station Partnership (organizations can be nominated, too).

The committee will choose a Nobel Laureate in October, and the winner will travel to Oslo, Norway, to be honored on December 10.

By all accounts, Kaine is a worthy challenger. The former aviator has spent a lifetime making the most of his opportunities.

More importantly, the nomination is an honor in itself; one more thank-you from a grateful nation to a man who has worked and continues to work to better the lives of others. 🌟

Golden Rule

Visit www.goldenrulesociety.org to learn more about Capt. Len Kaine and the Golden Rule Society.

The Landing



BOEING PHOTO

#PilotSelfie

ALPA pilots flooded the Association's social media feeds on May 29 with #PilotSelfie shots of their day spent lobbying on Capitol Hill, the product of the training they received at the 2nd Annual Government Affairs Legislative Summit. Pilots and members of Congress alike posted photos of the many visits, where pilots in uniform advocated for a pilot-partisan agenda.



Jenny
@orbafynis
@WeAreALPA A great day visiting NY/NJ lawmakers! #denynai #pilotselfie
4:58 PM - 29 May 2014
3 RETWEETS 8 FAVORITES



Michael
@DugMike
@SenatorBoxer Thank you Senator Boxer, for supporting ALPA pilots! #DenyNAI #SaveOurSkies
6:28 PM - 29 May 2014
2 RETWEETS 1 FAVORITE



Council 48
@Council48
Al RI Senator Sheldon Whitehouse's office to discuss pilot and aviation industry concerns. #pilotselfie #denynai
10:54 AM - 29 May 2014
2 RETWEETS 8 FAVORITES



Jeffrey Woodham
@JeffreyWoodham
@WeAreALPA #pilotselfie #denynai
11:25 AM - 29 May 2014
1 RETWEET 8 FAVORITES



Dina Titus @repdintus
 Great meeting w @WeAreALPA @SprintAirlines & @Delta pilots to discuss aviation & safety. #Travel is critical to #NV01
 4:53 PM - 29 May 2014
 3 RETWEETS 2 FAVORITES



ALPA @WeAreALPA
 RT @wombaticus: #pilotselfie #DenyNAI #SaveOurSkies with my Virginia Congressman. @GerryConnolly
 1:28 PM - 29 May 2014
 1 RETWEET 2 FAVORITES



Eric @eric1
 @WeAreALPA with @RepTedYoho pledging his support n deny Norwegianhis words"what do we have 2 do 2stop them" #DenyNAI
 8:00 PM - 29 May 2014
 1 RETWEET 3 FAVORITES

On the Hill

Pilots from across the United States met with their respective members of Congress to talk about specific policy issues outlined in *Leveling the Playing Field 3.0*, ALPA's white paper that identifies measures that must be taken if U.S. airlines are to effectively compete in the global airline industry. ALPA pilot volunteers understand that legislative and regulatory decisions made in Washington can make or break the U.S. airline industry.



Eric @eric1
 At The Hill with @WeAreALPA Talking to Rep. Paul Ryan seeking his support to deny Norwegian Air #DenyNAI #alpa
 3:28 PM - 29 May 2014
 1 RETWEET 3 FAVORITES



Lynn Westmoreland @RepWestmoreland
 Always a pleasure to meet with Airline Pilots Association members from #GA03 in DC. Thanks for stopping by!
 1:47 PM - 29 May 2014
 8 RETWEETS 1 FAVORITE



Todd Hinshon @ToddHinshon
 @RepTierney @SShinnick we crushed it on the hill today. Thank you @RepTierney for your support #DenyNAI @WeAreALPA
 8:04 PM - 29 May 2014 Washington, DC, United States
 3 RETWEETS 1 FAVORITE



ALPA Resources and Contact Numbers

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



Capt. Lee Moak
President



Capt. Sean Cassidy
First Vice President



Capt. William Couette
Vice President –
Administration/Secretary



Capt. Randy Helling
Vice President –
Finance/Treasurer



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

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

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

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

Capt. Joe DePete
FedEx Express

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

F/O Scott Smetana
Delta

Capt. Larry Beck
United

F/O Michael Hamilton
United

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

Capt. Tim Canoll
Executive Administrator



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

ALPA Sudoku

(© paulspages.co.uk)

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

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

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

Have You Moved?

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

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

Name _____

Member # _____

Airline _____

New address _____

Apt. _____ City _____

State _____ Zip _____

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

ALPA Information Numbers

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

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

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

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

ALPA Aeromedical Office 303-341-4435

ALPA Main Number 703-689-2270

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

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

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

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

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

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

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

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

Election Dates LEC/MEC 703-689-4212

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Membership Administration

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

Listed below are the telephone numbers of MEC offices.

***AirTran** – ATN MEC 770-823-6734

Air Transat – TSC MEC 1-888-337-2033

Air Transport International – ATI MEC
505-263-8838

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

Alaska – ALA MEC 206-241-3138

Atlantic Southeast – ASA MEC
404-209-8566

Bearskin – BRS MEC 807-628-5683

Calm Air – CMA MEC 204-471-1000

Canadian North – CNP MEC 780-718-6012

CanJet – CJA MEC 1-800-959-1751

***Comair** – CMR MEC 703-481-5560

CommutAir – CMT MEC 440-985-8579

Compass – CPZ MEC 952-853-2373

Delta – DAL MEC 404-763-4925

Endeavor Air – PCL MEC 855-PCL-ALPA

Envoy Air – ENY MEC 817-685-7474

***Evergreen** – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

FedEx Express – FDX MEC 901-752-8749

First Air – FAB MEC 1-877-459-3272

Hawaiian – HAL MEC 808-836-2572

Island Air – AIS MEC 808-838-0188

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

JetBlue – JBU MEC 803-360-8338

Kelowna Flightcraft – KFC MEC
250-878-7950

Mesa – MAG MEC 602-306-1116

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

Piedmont – PDT MEC 339-987-1277

PSA – PSA MEC 616-405-3962

Spirit – SPA MEC 765-481-9033

Sun Country – SCA MEC 952-853-2393

Trans States – TSA MEC 610-805-5387

United – UAL MEC 847-292-1700

Wasaya – WSG MEC 807-624-7270

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Other Organizations

ALPA Aeromedical Office 303-341-4435
ALPA Federal Credit Union 1-800-747-2349

ALPA Accident/Incident Hotline

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

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

2014 EBCB Schedule

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

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

It's Time to Step Up!

Now through Sept. 15, 2014, all ALPA members who have been enrolled in a Loss of License program for at least 12 months are eligible to take a step up to the next level of coverage with no medical underwriting. Loyalty pays with ALPA Member Insurance!

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

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



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