

Air Line Pilot

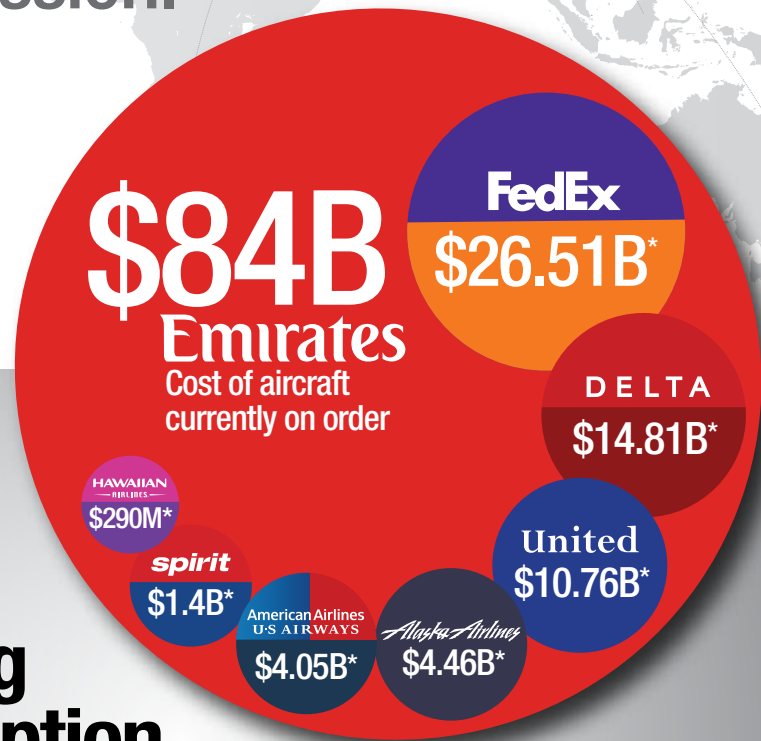
OCTOBER 2013 ■ OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL



CARGO ONE LEVEL OF SAFETY FOR ALL

Page 19

We are facing
one of the
**BIGGEST
THREATS**
to our profession.



**Doing nothing
is not an option.**



*Market cap

Contents

OCTOBER 2013 • VOLUME 82, NUMBER 10

AIR CARGO ON BOARD AT ALPA'S BEGINNINGS

19

COMMENTARY

4 Take Note

Award-Winning Communications

5 Aviation Matters

No Trade-offs on Air Cargo's Competitiveness

6 Guest Commentary

Pilot Fatigue: A Stealthy, Silent Enemy

SPECIAL SECTION

19 Air Cargo on Board at ALPA's Beginnings

20 Cargo Safety Checklist



15

22 Air Cargo Industry: Undergoing Changes and Challenges



10

26 Middle Eastern Carriers: Fully Loaded for More 'Phenomenal' (Heavily State-Backed) Growth

28 Separate But Not Equal: Air Cargo Security Warrants Greater Industry Attention



14

31 Situational Awareness—A Security Mindset

DEPARTMENTS

8 Preflight

Facts, Figures, and Info

32 From the Hill

Effectively Lobbying Air Cargo Interests: Competing for Government Attention

34 ALPA Represents Information Technology & Services

36 Recently Retired

See Who's on the List

37 The Landing

Top 10 Cargo Airports

38 We Are ALPA

ALPA Resources and Contact Numbers



About the Cover

A FedEx Express MD-10 on approach to San Diego's Lindbergh Field. Photo by Capt. Ron Montoya (Delta, Ret.). Download a QR reader to your smartphone, scan the code, and read the magazine.



Air Line Pilot (ISSN 0002-242X) is published monthly by the Air Line Pilots Association, International, affiliated with AFL-CIO, CLC. Editorial Offices: 535 Herndon Parkway, PO Box 1169, Herndon, VA 20172-1169. Telephone: 703-481-4460. Fax: 703-464-2114. Copyright © 2013—Air Line Pilots Association, International, all rights reserved. Publication in any form without permission is prohibited. *Air Line Pilot* and the ALPA logo Reg. U.S. Pat. and T.M. Office. Federal I.D. 36-0710830. Periodicals postage paid at Herndon, VA 20172, and additional offices.

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

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

Take Note

Award-Winning Communications

There's no substitute for feedback from listeners, viewers, and readers as a metric of communications success. That's why I am extremely proud of the acclaim that two ALPA publications recently received



from the International Labor Communications Association (ILCA).

The professional organization of labor communicators in North America, ILCA conferred its 2012 Labor Media Awards last month. ALPA's Communications Department is honored to have received recognition in four very competitive categories.

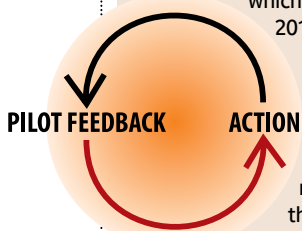
For the second year in a row, *Air Line Pilot* placed "first" in general excellence for international/national labor magazines. In addition, *Air Line Pilot's* "The Landing" artwork in the September 2012 issue received ILCA's "second" award for best informational graphic. The world map showed locations of the events for which ALPA members received Superior Airmanship Awards in the past five years. The graphic element truly illustrated how ALPA's commitment to safety spans the globe and ALPA members' skills and decisive action have averted potential disaster.

At the master executive council level, Compass pilots' *Azimuth* won the "first" award in the general excellence category for local/regional publications with fewer than 1,500 members. *Azimuth* also received the "first" award in best labor history story for "The Great Pullman Strike," which ran in the Summer 2012 issue.

While these ILCA awards illustrate the opinion of those in the labor movement, we consider our members' opinion as the most important. It's been great to receive letters and e-mails regarding our content.

Continue to send them in. Let us know what works and what doesn't. Submit photos, letters, and story ideas. There's no substitute for the views of ALPA's members.

Marie Schwartz
Director, ALPA Communications
Marie.Schwartz@alpa.org



HOT TOPICS

In This Issue



Where are the busiest cargo airports in the world?

Page 37

ALPA's top cargo safety and security issues.

Pages 20 and 28

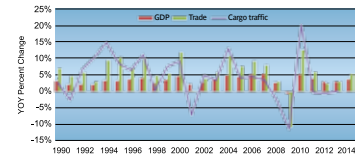


WIKIMEDIA

ALPA experts talk about the changes and challenges facing the air cargo industry and what's on the horizon.

Page 22

Chart 1: Cargo Tied to Robust World GDP and Trade Growth



Source: IMF World Economic Outlook Database, April 2013; IATA Traffic Reports; EFA

Which cargo airlines are undergoing phenomenal growth and what U.S. and Canadian airlines must do to compete.

Page 26



EMIRATES



Get to Know ALPA's Information Technology & Services Department.

Page 34

No Trade-offs on Air Cargo Competitiveness

Transporting goods to advance economic prosperity has occurred since the dawn of time. One of the oldest seafaring ships found revealed that mariners sailing off the coast of Turkey around 1300 BC carried nearly 17 tonnes of



cargo from 11 countries. Even from the earliest days, cargo trade promoted the exchange of goods, fostered the flow of ideas, and advanced the enterprise of human civilization.

When flight became available, it was a natural next step to look to the skies for cargo trade lanes, and the airline industry continued to further economic growth, on a continental—and eventually a global—scale.

In founding the Air Line Pilots Association, Dave Behncke was keenly aware of the vital importance of air cargo transportation. He often turned to some of North America's first cargo pilots—the airmail service pilots who in 1919 had struck over hazardous working conditions—for truth and testament to the importance of a union.

Today, the air cargo industry faces new threats never seen before in airline history. In a recent analysis, ALPA experts in the Economic & Financial Analysis Department illustrate how rising oil prices, overheated economies in emerging nations, and the persistent European economic recession weigh heavily on the North American air freight industry.

At the same time, U.S. and Canadian cargo operations also face an intensifying competitive threat from heavily state-backed foreign cargo airlines, which is exacerbated on the U.S. side of the border by government policy that too often not only fails to support but *actually undermines* our air cargo industry. While our foreign competitors receive enormous state funding and policy support from their governments, our airlines pay excessive taxes and fees, and our governments actually help our foreign competitors through misguided policies such as the U.S. Export-Import Bank lending practices.

In this issue, Capt. Scott Stratton (FedEx Express), the Master Executive Council chairman of his pilot group, underlines the billions in investment that Middle Eastern governments have poured into their airline industry as part of their countries' long-term strategy for economic diversification and the explosive growth in cargo infrastructure and flight operations that has resulted.

In these pages, you will also read how, through the President's Committee for Cargo and all of our union's committees, ALPA is taking on the safety and security issues that affect cargo operations, such as the need to properly regulate the carriage of hazardous materials, appropriately fund the Federal Flight Deck Officer program, wrap cargo ops into the SIDA, and

address the carveout that denies pilots who fly cargo equal protection from fatigue under regulations.

When ALPA pilots get involved and work as one, we know for certain that positive change is possible. In a recent example, the U.S. government awarded National Air Cargo (NAC) a contract to operate service on 31 U.S. – Middle East city pairs under the Fly America Act, which is designed to ensure that U.S. government passengers fly on U.S. airlines. While code-sharing with foreign partners on Fly America routes is permitted, NAC planned to fulfill this contract almost exclusively by

Since ALPA's beginnings, our pilots who fly both cargo and passengers have carried each other's weight as one union. Time and again, ALPA has proven that we will not tolerate trade-offs when it comes to the contracts of our members who fly cargo or the safety and security of air cargo operations.

placing its designator code on Emirates flights to and from the United States, putting U.S. taxpayer dollars to work supporting the Gulf carrier. In essence, it was a rent-a-code deal.

United immediately mounted challenges, and ALPA strongly backed its position. Our joint efforts prevailed—the U.S. government terminated NAC's contract, returning 27 city pairs to United. Long-term success is still uncertain, however, because the government's proceedings are still under way. While the General Services Administration decision could be reversed again, this decision is an encouraging shift in the right direction.

Since ALPA's beginnings, our pilots who fly both cargo and passengers have carried each other's weight as one union. Time and again, ALPA has proven that we will not tolerate trade-offs when it comes to the contracts of our members who fly cargo or the safety and security of air cargo operations.

Given the challenging trade lanes that lie ahead for the North American airline industry, our strength comes from the certainty that every ALPA member is fully on board with our union's commitment to no trade-offs on cargo.

Capt. Lee Moak, ALPA President

Guest Commentary

Pilot Fatigue: A Stealthy, Silent Enemy

By Rep. Michael Grimm (R-N.Y.)

On Jan. 4, 2013, Rep. Tim Bishop (D-N.Y.) and I introduced a bill in the U.S. Congress—the Safe Skies Act of 2013 (H.R.182). The purpose of the bill is simple and straightforward:



to overturn the so-called cargo “carveout” in the FAA’s final rule, intended to reduce and manage airline pilot fatigue, that will go into effect on Jan. 4,

2014—a mere three months away.

The bill was referred to the House Committee on Transportation and Infrastructure’s Subcommittee on Aviation the next day. So far, we have 33 co-sponsors in the House. Getting the bill passed won’t be easy, but fighting against the cargo carveout is the right thing to do.

Why did Tim and I introduce this bill?

Allow me to explain a little bit about my personal background:

After serving in the United States Marine Corps during Operation Desert Storm, I returned home to attend college full-time during the day and work as a clerk for the FBI on the midnight shift, eventually becoming an FBI special agent where I helped to investigate the Gambino crime family and fought corruption on Wall Street as a member of the FBI’s Financial Fraud Squad. That was just my day job; at night, I attended New York Law School.

So I *know* what fatigue is. I *know* what it feels like to be exhausted.

But even though I’ve felt fatigue and exhaustion many times in my life, I never thought I could not function to the best of my ability. Yet I know this is not the case as sleep scientists have established without a doubt that we humans are poor judges of our own *degree* of fatigue

and the consequent impairment.


We know now that being awake for 16 hours straight impairs alertness and cognitive ability, so much so that it is equivalent to having a blood alcohol level of 0.8—the same as being legally “under the influence.”

We know that most humans need eight hours of *uninterrupted* sleep to restore their physical and mental stamina and readiness for duty.

The air cargo and overnight parcel airlines have argued that they cannot financially afford to be included under FAR Part 117. This is simply unconscionable.

To perpetuate the cargo carveout is a violation of the laws of nature and flies in the face of objectively established scientific evidence.

I sponsored, and continue to advocate for, the Safe Skies Act of 2013 for a very

A photograph of a pilot in a white uniform and glasses, looking down at a document in the cockpit. The cockpit instruments and controls are visible in the background.

All airline pilots, not just passenger pilots, deserve to get the rest they need to do their jobs properly and safely. Fighting against the cargo carveout is simply the right thing to do.

We know about the “window of circadian low,” for most people, the period between 2 a.m. and 6 a.m. when the body most easily loses the battle against the overwhelming urge to sleep. We know about the secondary window of circadian low that occurs in the afternoon.

We also know good, effective ways to mitigate fatigue—ways that are thoroughly outlined in detail in your union’s *ALPA Pilot’s Guide to Fatigue Management* booklet.

Fatigue is a stealthy, silent enemy. It takes its toll in war and in peace, causing incidents, accidents, injury, death, and destruction.

So what’s the justification for excluding all-cargo pilots from the new fatigue-fighting rule?

simple reason. I did it because, when I took office, I took an oath, just as I did when I became a U.S. Marine, and when I became a sworn law enforcement officer and FBI agent.

The intent of those oaths was that I would always strive to do the right thing, and to defend and protect all of the people of the United States of America. To that end, all airline pilots, not just passenger pilots, deserve to get the rest they need to do their jobs properly and safely. Fighting against the cargo carveout is simply the right thing to do. 🌐

First elected in 2010, Rep. Grimm represents New York’s 11th Congressional District—composed of Staten Island and parts of Brooklyn.

Airline-Sponsored Career Track

ATP offers the airline pilot career training solution with a career track from zero time to 1500 hours sponsored by ATP's airline alliances.

ATP



Demand for airline pilots and ATP graduates is soaring with the "1500 hour rule" and retirements at the majors.

Airlines have selected ATP as a preferred training provider to build their pilot pipelines with the best training in the fastest time frame possible.

In the Airline Career Pilot Program, your airline interview takes place during the commercial phase of training. Successful applicants will receive a conditional offer of employment from one or more of ATP's airline alliances, plus a guaranteed instructor job with ATP or a designated flight school to build flight experience. Only ATP gives you this level of confidence in your flight training investment.

PilotPool.com

**Seniority is Everything -
Get There First with ATP.**

Intro Training Flight

Learn why ATP is your pilot career solution and get started with an intro training flight!

ATPFlightSchool.com/intro

Airline Career Pilot Program

5 month
FAST TRACK



SkyWest

American

Delta

MEAL

ATP EXPRESSJET

Private, Instrument,
Commercial Multi & CFIs

100 Hours Multi-Engine
Experience

Guaranteed Flight Instructor Job

Airline conditional offer of employment at commercial phase of training, based on building flight experience to 1500 hours in your guaranteed CFI job. See website for participating airlines, admissions, eligibility, and performance requirements.

\$64,995
Financing Available

Quick Online Financing Application

Students and cosigners can pre-qualify for financing with no obligation.

ATPFlightSchool.com/apply



NEW LOCATIONS -
NOW OPEN: MCKINNEY, TX, ST. LOUIS,
& HOUSTON SOUTHWEST
OCT. PORTLAND, OR & SEATTLE

ATP FLIGHT SCHOOL.com
800-ALL-ATPS

Preflight

FACTS, FIGURES, AND INFO

Airline Industry Update

Domestic News

► According to *AAAE Security SmartBrief*, **FAA Administrator Michael Huerta said that the agency continues to be concerned about the federal budget sequestration.** “This fiscal uncertainty challenges our ability to make the investments that we need to support modernization. This is not a sustainable course of action.”

► *Aircargoworld.com* reported that **FedEx Express received delivery of its first B-767-300F on September**



BOEING

4. FedEx says the purchase is part of the company's strategy to modernize its fleet with more efficient freighters. “The 767 is approximately 30 percent more fuel efficient and has unit operating costs that are more than 20 percent lower than the [MD-10 freighters] they will replace. The net effect is an aircraft that is more affordable to operate and has lower carbon emissions because of better fuel efficiency,” said James R.

Parker, FedEx executive vice president of air operations.

► Per the *Los Angeles Times*, **passenger fees and other extra charges, including baggage fees and fees to upgrade to roomier seats, generated \$27.1 billion for airlines around the world in 2012.** The latest figure, collected by 53 airlines around the globe, is a 20 percent increase over the \$22.6 billion collected by 50 airlines in 2011, according to a report by IdeaWorks Co., an airline consulting firm. United led all airlines in fee revenue

with \$5.4 billion, followed by Delta with \$2.6 billion, and American with \$2 billion, according to the report. Spirit Airlines generated 38.5 percent of its revenue from extra fees—the most of any airline—followed by Allegiant Air with 30 percent and Jet2.com with 27 percent.

► *The Seattle Times* reported that **to help mitigate bird strikes, Seattle–Tacoma International Airport has planted a variety of grass that tastes foul to birds.** The airport has also created a buffer zone around the airfield. We're “trying to mitigate

MarketWatch

Airlines	Parent Company	Stock Symbol	8/31/12	8/30/13	% Chg.
American Eagle	AMR Corp. ¹	OTC: AAMR.Q	\$0.47	\$3.54	653.2% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$3.40	\$8.25	142.6% ▲
Delta, Endeavor Air	Delta Air Lines ²	NYSE: DAL	\$8.65	\$19.73	128.1% ▲
Alaska	Alaska Holdings, Inc. ³	NYSE: ALK	\$33.55	\$56.62	68.8% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$19.55	\$31.17	59.4% ▲
Continental, United	United Continental Holdings, Inc.	NYSE: UAL	\$18.45	\$28.46	54.3% ▲
Piedmont, PSA	US Airways Group, Inc. ⁴	NYSE: LCC	\$10.66	\$16.16	51.6% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$8.77	\$12.89	47.0% ▲
AirTran	Southwest Airlines	NYSE: LUV	\$8.96	\$12.81	43.0% ▲
Air Transport Int'l, Capital Cargo Int'l	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$4.65	\$6.41	37.8% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$87.49	\$107.21	22.5% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$5.93	\$7.00	18.0% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$26.32	\$24.23	-7.9% ▼
Jazz	Chorus Aviation	TSX: CHR.B	\$3.70	\$2.50	-32.4% ▼

¹AMR stock is no longer traded on the NYSE. The price shown is the over-the-counter traded value. See also the footnote for US Airways. The Department of Justice and six state attorney generals filed an antitrust lawsuit on Aug. 13, 2013, to block the proposed merger between American and US Airways. (The lawsuit was amended on Sept. 6, 2013, as Michigan was added to the list of states blocking the merger.)

²Delta paid a \$0.06 dividend on Aug. 6, 2013.

³Alaska Air Group paid a \$0.20 dividend on Aug. 2, 2013.

⁴US Airways and American announced a merger on Feb. 14, 2013. See also the footnote for American Airlines. The Department of Justice and six state attorney generals filed an antitrust lawsuit on Aug. 13, 2013, to block the proposed merger between American and US Airways. (The lawsuit was amended on Sept. 6, 2013, as Michigan was added to the list of states blocking the merger.) Under the terms of the original merger agreement, US Airways stockholders would receive one share of common stock of the combined airline for each share of US Airways common stock then held. The aggregate number of shares of common stock of the combined airline issuable to holders of US Airways equity instruments (including stockholders, holders of convertible notes, optionees, and holders of restricted stock units) will represent 28 percent of the diluted equity of the combined airline. The remaining 72 percent diluted equity ownership of the combined airline would be issuable to stakeholders of AMR and its debtor subsidiaries that filed for relief under Chapter 11 (the “debtors”), American’s labor unions, and current AMR employees.



birdstrike hazards, and so much can be done with conservation,” said Steve Osmek, the airport’s resident wildlife biologist.

► According to Reuters, **federal district judge Colleen Kollar-Kotelly filed documents setting a November 25 trial date to hear the Department of Justice’s case against the proposed American Airlines – US Airways merger.** The airlines released a joint statement saying, “We are confident in our case and eager to get to court. We are pleased to have a trial date that will enable us to resolve this litigation in a reasonable time frame.”

► **The FAA, working with the Department of Labor’s Occupational Safety and Health Administration (OSHA), issued on August 22 a final policy for improving workplace safety for airline cabin crewmembers.** While the FAA’s aviation safety regulations take precedence, OSHA will be able to enforce certain occupational safety and health standards currently not covered by FAA oversight. “It’s important that cabin crewmembers on our nation’s airlines benefit from OSHA protections, including information about potential on-the-job hazards and other measures to keep them healthy and safe,” said Transportation Secretary Anthony Foxx.

► Per *The Wall Street Journal*, **summer storms delayed U.S.**

airlines’ arrival times in June, July, and August, according to FlightStats. U.S. airlines reported a 74.6 percent on-time arrival rate for the three-month period this year, compared to 77.2 percent last summer.



► The *Los Angeles Times* reported that **Alaska Airlines is testing new mobile ramps that are equipped with solar panels that power the batteries that drive the ramps’ electric motors.** The airline has been testing the ramps at Seattle – Tacoma International Airport and Norman Y. Mineta San Jose International Airport. If the weather doesn’t cooperate, the solar ramps can be plugged into an electrical outlet, said Michael Keith of Keith Consolidated Industries, the company that built the ramps. “They are extremely efficient. There is a lot of savings, not just in fuel but in emissions as well.”

International News

► ArabNews.com reported that **Etihad Cargo posted record monthly uplift figures for July of 45,000 tons, a 37 percent increase from July 2012.** The airline’s Abu Dhabi hub also posted record tonnage for July with 70,500 tons handled into, out of, and

through the cargo facilities, which are now part of Etihad’s subsidiary organization, Etihad Airport Services—Cargo. Etihad Cargo’s freighters include three B-777Fs, one B-747-8F, one B-747-400ERF, one B-747-400F, and three Airbus A330-200Fs. Another A330-200F will be delivered to the airline in spring 2014.

► **James Hogan, chief executive of Etihad Airways, said the airline is coordinating fleet strategy with its partners amid the final stages of talks with Boeing and Airbus on potential airplane orders in the coming decades,** reported Bloomberg. Etihad is developing partnerships with Aer Lingus Group, Air Berlin, Air Serbia, Air Seychelles, Jet Air, and Virgin Australia Holdings that will have a global fleet of more than 500 airplanes.

► According to Reuters, **Norwegian Air Shuttle plans to set up bases in New York and Fort Lauderdale, Fla., next year and will significantly increase services to the U.S. as it acquires more B-787 Dreamliners.** Norwegian will also fly to Los Angeles and San Francisco, Calif., and Orlando, Fla., said Bjoern Kjos, the airline’s chief executive. Norwegian placed Europe’s largest airplane order last year when it bought

222 airplanes from Boeing and Airbus.

► Per Aero-News Network, **Transat A.T., Inc. has signed an agreement with International Lease Finance Corporation for an eight-year lease of four B-737-800s.** The airplanes will be introduced in summer 2014 and become the core of Air Transat’s permanent narrowbody fleet, used on routes to the Caribbean, Florida, and Mexico.

► According to CNN, **Hong Kong International Airport is the busiest cargo airport in the world**, transporting 4.1 million metric tons of cargo in 2012. Memphis, Tenn., FedEx’s headquarters, came in second with 4.0 million metric tons, and Shanghai was third with 2.9 million metric tons. Rounding out the top 10 were cargo airports in Anchorage, Alaska; Incheon, South Korea; Dubai;



Louisville, Ky.; Paris; Frankfurt; and Tokyo (Narita).

► *Flight Safety Information* reported that **as a result of the July 6 crash of Asiana Airlines Flight 214, the airline will increase the number of hours of simulator training for pilots and hire an outside firm to evaluate the airline’s safety standards.** ►►

Preflight

FrontLines

ALPA Sends Governor Christie Letter of Support For New "Laser Law"

On August 20, Capt. Lee Moak, ALPA's president, wrote to New Jersey Governor Chris

Christie urging him to sign S.148, which will ban the sale of laser pointers greater than 1 milliwatt in power, a level that includes all laser pointers except those commonly used

as pet toys, presentation aids, and the like. This bill passed the New Jersey State Senate on August 19 and now waits for Governor Christie's approval to become law.

Moak stated in his letter, "ALPA has been at the forefront of advocating for measures to counter the escalating misuse of laser pointers that are illegally

ALPA Pilots and Staff Pay Tribute to Victims of 9/11



PHOTO BY CHRIS WEAVER AND WILLIAM A. FORD



Master Executive Council chairman, spoke about the personal sense of loss felt by pilots and others in the airline industry. "Each year, we make the pilgrimage here to the ALPA International 9/11 memorial not only to mourn the loss of our

brothers on that dark day, but to renew our promise to sustain their memories." Heppner then read the names of the United and American Airlines crewmembers who died in the attacks, while a bell rang for each victim.

Though 12 years have passed, ALPA, its members, and staff annually renew their commitment to the safety and security of those who fly, the crews that serve, and the passengers and cargo carried aboard.

To view photos, go to www.flickr.com/photos/airlinepilotsassociation.



To watch a video of ALPA's 9/11 memorial ceremony, scan the QR code.



Clockwise from above: The ceremony at the 9/11 memorial in Herndon, Va. Capt. Lee Moak and Capt. Jay Heppner (United) speak at the gathering. ALPA pilots and representatives from American Airlines attend the memorial ceremony.

On September 11, more than 100 ALPA pilots and staff joined together in a private ceremony at ALPA's 9/11 Memorial Garden in Herndon, Va., to remember those who lost their lives on this day 12 years ago. Capt. Lee Moak, ALPA's president, recalled the events of that fateful day and the effect they had on the airline piloting profession.

"Twelve years ago today, our people, our country, and our way of life were attacked. As airline pilots, this was a personal attack—our livelihoods and our profession were targeted by terrorists with the intent of hateful destruction," said Moak.

He also discussed the recent advances that pilots have made to ensure that similar events will not happen again, including the Federal Flight Deck Officer and Known Crewmember programs. He reiterated ALPA's unwavering support for the Saracini Aviation Safety Act of 2013, which will require the installation of a secondary barrier in the cockpits of all U.S. airliners. He urged those in attendance to "reaffirm our pledge: We will never forget. We will continue to stand together, stay vigilant, and make every effort to make aviation in North America even more safe and secure."

Following Moak's remarks, Capt. Jay Heppner, the United pilots'

In Memoriam: Sept. 11, 2001

United Airlines Flight 93

Capt. Jason Dahl and F/O LeRoy Homer, Jr.; flight attendants Lorraine Bay, Sandra Bradshaw, Wanda Green, CeeCee Lyles, and Deborah Welsh

United Airlines Flight 175

Capt. Victor Saracini and F/O Michael Horrocks; flight attendants Robert Fangman, Amy Jarret, Amy King, Kathryn Laborie, Alfred Marchand, Michael Tarrou, and Alicia Titus; customer service representatives Marianne MacFarlane and Jesus Sanchez

American Airlines Flight 11

Capt. John Ogonowski and F/O Thomas McGuinness; flight attendants Barbara Arestegui, Jeffrey Collman, Sara Low, Karen Martin, Kathleen Nicosia, Betty Ong, Jean Roger, Dianne Snyder, and Madeline Sweeney

American Airlines Flight 77

Capt. Charles Burlingame and F/O David Charlebois; flight attendants Michele Heidenberger, Jennifer Lewis, Kenneth Lewis, and Renee May

We Will Never Forget

To read Moak's letter, scan the QR code.



aimed at aircraft flight decks thousands of times each year in the U.S., and which pose a risk to the safety of flight and the traveling public.”

■ ALPA Attends AFL-CIO Convention

Capt. Lee Moak, ALPA's president, led the Association's delegation to the 2013 AFL-CIO Convention in early September. The quadrennial convention drew delegates from all 57 unions affiliated with the AFL-CIO, collectively representing more than 12 million Americans.

During the four-day convention, the delegates considered 66 resolutions and constitutional amendments, charting the course the federation will take during the next four years. The delegates also elected the next slate of AFL-CIO officers. Moak won unanimous support for reelection as a vice president.

In addition to leading the ALPA delegation, Moak also served on the Resolutions Committee, which proposes and crafts the convention's actions. This position gave pilots a leading voice in the direction of the federation's policy. Within this important committee, Moak addressed ALPA's concerns about Resolution 54, which calls for revisions to the Affordable Care Act while recognizing the act's accomplishments, and helped move the resolution to the floor of the convention, where it was ultimately adopted.

Speakers at the convention included AFL-CIO President Richard Trumka, Sen. Elizabeth Warren, and Secretary of Labor Thomas Perez.

■ ISL for United, Continental Pilots Released

On September 3, a three-member arbitration panel released its opinion and award establishing the integrated seniority list (ISL) for the pilots of United and Continental Airlines. The arbitration was conducted in accordance with ALPA merger policy and several related agree-

ments between the two pilot groups. These provide that the ISL is final and binding.

The issuance of the integrated seniority list represents a major step in completing the United/Continental merger for the pilots, a process that has taken more than three years. The

INTRODUCING
THE 'BEST VALUE'
DC PRO-X

See Us at NBAA
Las Vegas, NV
Booth #N521

\$637

SORRY, NO FINANCING AVAILABLE.
JUST A MORE AFFORDABLE PRICE.

At David Clark Company, we believe that a technologically advanced ANR headset should fit as comfortably within your budget as it does on your head. Consider the new DC PRO-X at just \$637 – that's a little more than half of what you'd pay for other ANR headsets. And the DC PRO-X offers best-in-class Hybrid electronic noise cancellation and Bluetooth® wireless technology. For more information and to order online, visit www.GO-DCPRO.com, or call 800-298-6235.

ENJOY YOUR FLIGHT

Made In USA

David Clark
WWW.DAVIDCLARK.COM

© 2013 David Clark Company Incorporated
Green headset domes are a David Clark registered trademark.

Preflight

■ FrontLines (continued)

next and final step will be merging ALPA governance for the two pilot groups in a new United Master Executive Council (MEC), accompanied by an election of four new MEC officers. This process is expected to be completed sometime in October. The combined pilot group will have more than 12,000 pilots.

■ FAR Part 117 Website

As a result of ALPA's recent flight-time/duty-time conference, "Part 117: A Path to Implementation," the FAA has set up a webpage containing information regarding FAR Part 117. As new FAA guidance is released, it will be posted to the page.

To access the website, scan the QR code.

■ Mesa Pilots Seek Contract Improvements

Mesa pilots have been in Section 6 negotiations for more than two years, working to improve contract standards. With discussions beginning to focus almost

entirely on the economic sections of the contract, the pilot group's Master Executive Council (MEC) developed a contract-comparison document to show the pilots how their current contract measures up against their airline industry peers and highlight the issues that will be addressed at the table. The document was distributed as part of the MEC's ongoing efforts to further engage line pilots in the bargaining process.

Overall, Mesa pilots are in line with their industry peers. Unfortunately, they have been inaccurately characterized as being at the bottom of the industry in terms of wages and working conditions. The pilots made some significant strides in raising the bar with their 2008 contract; and as expected with pattern bargaining, several pilot groups have gained contract improvements with their recent collective bargaining agreements. The contract comparison demonstrates that, with a few changes, Mesa pilots will remain com-

New ALPA Reps

As of Aug. 12, 2013, the Election Ballot and Certification Board certified election results for the following local councils:

- **Alaska 59** F/O Richard Gallaher, Secretary-Treasurer
- **CommutAir 152** F/O Thomas Bishop, Vice Chairman (F/O rep)
- **Endeavor Air 157** Capt. Jack Sabba, Chairman (Capt. rep)
- **Endeavor Air 157** F/O Stephan Ramerini, Vice Chairman (F/O rep)
- **First Air 241** Capt. Stacey Tumoth, Chairman (Capt. rep)
- **First Air 241** F/O Brad Avery, Vice Chairman (F/O rep)
- **First Air 241** PFE Juan Trescher, Secretary-Treasurer (PFE rep)

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



Scan the QR code and read "Who's Your Rep & Why It Matters" from the March 2013 issue.



petitive with the industry and secure their future.

■ DFW Opens Second KCM Access Point

A new Known Crewmember (KCM) access point opened on September 17 in Terminal E at Dallas/Fort Worth International Airport (DFW).



The access point, located at the E13 security checkpoint, is the second KCM location at DFW, in addition to the original location at the C20 checkpoint in Terminal C. ALPA is urging the Transportation Security Administration (TSA) to add even more access points at DFW and to expand the program to dozens of additional airports.

For more information on KCM, visit www.knowncrewmember.org, and don't forget that ALPA's app for iPhone

and Android users includes a KCM tab with terminal maps and operating hours throughout the system.

■ FedEx MEC Highlights Third-Quarter Meeting Initiatives

The FedEx Master Executive Council (MEC) recently concluded its third-quarter MEC meeting in Memphis, Tenn. The meeting focused on possible paths to achieving a new collective bargaining agreement.

"Based on current table positions of the corporation and our commitment to the focused approach mandated by our pilots, the MEC discussed possible routes that would lead to a timely conclusion to this round of bargaining," said Capt. Scott Stratton, the pilots' MEC chairman. "As a reminder, the MEC in late 2010 elected to divest from historical negotiating processes and engaged with the FedEx Corporation

Wanted: Cover Photo for This Year's "Swimsuit" Issue

No, we don't really show swimsuits, but we do have gorgeous photos shot by ALPA members flying the line. Submit your photos of airplanes, pilots, skies, airports, and anything else you see during your flight for the Third Annual Swimsuit Issue (December 2013) of *Air Line Pilot*. Please remember to adhere to FARs or CARs and company policy when taking photos.

Send your high-quality prints from a photo finisher or high-resolution digital images to Communications@alpa.org. Let us know who you are, who you fly for, and what we're looking at. Your photo might even make the cover of this year's Swimsuit Issue. Or inside the magazine. ●



in a bargaining profile that met the original intent of the Railway Labor Act. We reached a short-term agreement contract and agreed to an ongoing process to minimize our next round of Section 6 bargaining. While we technically opened bargaining in late 2012, we have been working on various contract issues since 2011. We think it is time to complete this bargaining, but it takes two willing partners to see it to fruition.”

■ Air Wisconsin: Pilot Unity-Building Efforts Continue

Air Wisconsin pilots have been in negotiations for nearly three years and recently entered into mediation with the National Mediation Board. Recognizing the importance of keeping members both engaged throughout the process and informed about other issues within the union and across the industry, the pilots’ Master Executive Council (MEC) has been continuously evaluating its communications strategy, looking for new ways to encourage dialogue.

The MEC recently began holding pilot-unity building (PUB) nights in crew domiciles. At these events, MEC officers, elected representatives, and volunteers from the Negotiating, Grievance, and other committees talk about current issues and events and answer pilots’ questions.

Air Wisconsin pilots are encouraged to attend these PUB nights and stay informed by reading the *X-RAY*, the *Wiss-key*, the *Pay Day Hotline*, and other MEC updates.

■ ALPANEgotiationsUpdate

The following is a summary of the status of ALPA contract negotiations by airline as of Sept. 20, 2013:

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Mediation continues November 4–8 and December 10–12.

Atlantic Southeast—A Section 6 notice was filed on May 20, 2010. A joint Section 6 notice was filed on March 28, 2011. An application for alternative dispute resolution through facilitation was filed with the National Mediation Board on August 13. Negotiations are under way.

Compass—A Section 6 notice was filed on Nov. 19, 2012. Under the process agreement, negotiations have concluded and remaining issues are scheduled for interest arbitration on October 16–17.

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

recessed mediation.

ExpressJet—A Section 6 notice was received on May 28, 2010. A joint Section 6 notice was filed on March 28, 2011. An application for alternative dispute resolution through facilitation was filed with the National Mediation Board on August 13. Negotiations are under way.

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue October 8–9 and 11, November 5–6 and 8, and December 10–11 and 13.

Kelowna Flightcraft—Negotiations continue October 1–4 and 21–25 and November 4–8.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue October 22–24 and November 19–21.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012. Mediation continues October 21–24, November 18–21, and December 9–12. ●

■ Furloughed Pilots Return to United

The United Master Executive Council (MEC) applauded the company’s September 5 announcement recalling all furloughed United pilots. In September 2008, the airline began laying off pilots, leading to a total of 1,437 pilots furloughed.

“We welcome our brother and sister pilots back with open arms,” said Capt. Jay Heppner, the United pilots’ MEC chairman. “We have worked toward this day for more than five years.

“The recall of these pilots offers further proof that we stand at a new beginning for

this pilot group, now 12,216 pilot strong. I am secure in the knowledge that our furloughed pilots will be returning to a much better contract and to an airline with a brighter and more confident future. Now, all United pilots, together, can meet the challenges of our future as we build the world’s best airline.”

Of the total pilots who were furloughed, 342 have already been offered recall and another 600 took positions with Continental. About 500 pilots are awaiting recall. Training classes for the recalled United pilots are scheduled to begin in October and run through the end of the year.

■ ALPA Attends Aviation Accreditation Board International Conference

At its annual conference held in July in Kansas City, Mo., the Aviation Accreditation Board International (AABI) celebrated its 25-year anniversary with member schools and sponsors, including ALPA.

One of the main topics of discussion was the first officer qualification update. The conference also included an Industry/Educators Forum, which was divided into panels with speakers and moderators from academia and industry.

At the awards banquet, 25 meeting sponsors, including ALPA, were recognized, three AABI awards—Educator, Industry and Chairperson’s—were presented, and the organization’s 25-year anniversary was celebrated.

■ Evergreen’s Debt Increases; Pilots’ Pension Plans Go Unpaid

Evergreen International Airlines has been in financial trouble for the past year. Unpaid judgments and debts to the airline’s crewmembers and other employees, as well as vendors, have prompted the pilots and flight engineers to question the survivability of their airline when taking into account its debt load.

“It’s hard to go to work, sometimes on the other side of the world, and not know if the airline will shut down or if you’re going to get paid for your services,” said Capt. James Touchette, the Master Executive Council chairman.

This summer, a ►►►

Preflight



Legislative Update

■ Saracini Aviation Safety Act Is Introduced In Senate

On September 11, Sen. Bob Casey (D-Pa.) introduced a Senate counterpart to the Saracini Aviation Safety Act. The bill was introduced in the House

of Representatives earlier this summer. The legislation requires installing secondary barriers in the cockpits of all U.S. airliners and is named in honor of ALPA member Capt. Victor Saracini, who was killed when terrorists hijacked United Flight 175

on Sept. 11, 2001.

While voluntary airline industry movement toward adopting secondary barriers began in 2003, commitment to deploying these devices has since waned.

The Saracini Aviation Safety Act of 2013 fulfills



To tell Congress to support this bill, scan the QR code.

Congress's intent from more than a decade ago to make cockpits more secure. ●

■ FrontLines (continued)

Yamhill County judge in McMinnville granted judgments against the airline for overdue contributions to the pilots' pension plans. Evergreen signed two confessions of judgments for the pension contributions for 2011 and 2012. The first payment of \$744,651 went unpaid in May, and the second payment of \$680,359 was due on August 15 and was not paid.

"Even with a court-ordered judgment, Evergreen is renegeing on its obligation to pay into our pension plans, and it is a substantial amount of money," said Touchette. "A properly managed airline does not conduct business in such a manner—it is unprofessional."

In addition to the unpaid company contributions to their pension plans, Evergreen crewmembers have received late paychecks, have had their own voluntary contributions to their 401(k) plans delayed, and have had to use personal

credit cards at crew hotels across the globe due to company cards being declined.

■ AERF Available to Help Pilots Affected by Flooding In Colorado

The recent floods in the Boulder region of Colorado have destroyed homes and killed at least three people.

The National Weather Service reports that 6.5 inches of rain fell



in a 24-hour period. Approximately 650 ALPA members could be affected. ALPA's Emergency Relief Fund (AERF) is available to assist those who are affected and need help.

AERF provides for the immediate needs of all ALPA members and their families who fall victim to widespread disasters. Funded largely by contributions from ALPA members and staff, AERF covers early out-of-pocket expenses to help pilots and their families recover faster.

To learn more about the fund, make a donation, or request a grant, visit www.alpa.org/relieffund. Donations are tax-deductible in the U.S.

■ Project Wingman Exceeds Goals

As of mid-September, Project Wingman had exceeded its initial goal of enlisting 150 ALPA-PAC contributors. So far, 65 recruiters have enlisted 169 contributors, bringing more than \$30,000 extra



into the PAC each year. But the competition is far from over. Wingman will continue bringing in new contributors through December 31.

Project Wingman highlights ALPA members leading by example by recruiting fellow pilots to join ALPA-PAC. Participants earn special recognition, and the top recruiters compete for the grand prize.

For the most recent Project Wingman standings and to find out who's enlisted the most new support for ALPA-PAC, scan the QR code.

A strong ALPA-PAC fights back against the career threats that pilots face by educating members of Congress about pilot issues and building a pilot-partisan Congress. Help secure your job and your industry by joining ALPA-PAC. ●



Engineering & Air Safety Update

ALPA Influences FAA Decision to Maintain Safe Lighting at ORD

As a direct result of the efforts of ALPA's Airport and Ground Environment (AGE) Group through its Airport Safety Liaison (ASL) program, the FAA recently established requirements to ensure that the location of a proposed light-emitting

diode (LED) billboard will not present a distraction hazard to pilots or adversely affect the approach path lighting arrays for Runways 27R/22R at Chicago O'Hare International Airport (ORD).

Per the pertinent FAA ruling: "As a condition to this determination: In order to insure safety to aircraft on approach to Runways 27

Right/22 Right, the billboard should have controls in place to ensure lighting dims at night to prevent any glare hazards for pilots on final approach. The billboard will not have excessive flashing when transitioning to a new screen and/or within an advertisement. If there are any pilot or ATC reports stating interference, the billboard must be

turned off until appropriate mitigation measures are taken and approved."

As a result of the relocation beyond the runway edges and away from the approach lighting arrays, pilots can safely land during poor weather or low-visibility conditions without visual interference caused by the sign. ●

SPSC Summit Calls on the "Power of One" To Help Propel Union Priorities

More than 60 ALPA pilot volunteers and staff gathered in the union's Herndon, Va., Conference Center on September 17–18 for ALPA's annual Strategic Preparedness and Strike Committee (SPSC) summit, which featured the theme "Power of One." The participants came from a wide cross-section of ALPA's pilot groups. What they had in common was their master executive council (MEC) committee work in the areas of strategic preparedness, communications, pilot-to-pilot, and family awareness.

Traditionally known as the group to call when an MEC needs assistance in the final stages of negotiations, the SPSC has been redefining its role in the last few years in light of the changing industry environment and the government's desire to avoid interruptions in airline travel and interstate commerce in the United States and globally. These days, instead of teaching MEC volunteers how to set up strike centers, ALPA's SPSC has been working with MEC leaders and volunteers to create new strategies to strengthen pilot group unity, volunteerism, and communication.

In addressing the group, Capt. Lee Moak, ALPA's president, acknowledged the vast volunteer hours and dedication that it takes to succeed at all levels of the Association and thanked participants,



PHOTOS: CHRIS WEAVER

but urged continued vigilance. "We shouldn't kid ourselves that it's not a tough time," he noted. "We need to adapt, pivot, and move forward, because not to do so would be irresponsible."

Leading the summit was Capt. Michael Donatelli (Delta), chairman of ALPA's Strategic Preparedness and

Strike Committee. In speaking about the summit theme, he said, "I believe in the power of one. The notion that it only takes one person to make a difference, a connection—and that this one act can positively influence many other pilots, families, and decisions to make our union stronger." Donatelli urged volunteers to remember the acronym ICARE (Innovative, Collaborative, Accountable, Respectful, and Excellence) during the course of their work on behalf of their MEC and union.

Part of the time participants worked in small groups exploring



ABOVE: Capt. Michael Donatelli (Delta), chairman of ALPA's SPSC, addresses the attendees. LEFT: Capt. Andrew Topp (Atlantic Southeast), his pilot group's Pilot-to-Pilot chairman, listens to a presentation.

fresh tactics and priorities in the areas of unity building, effective communications, viable Strategic Preparedness Committee structures, and SPSC resources. Conversation centered on a new electronic repository of information that designated MEC volunteers can use to carry out their MECs' strategic plans and share successful work products. The SPSC will review all ideas and recommendations that came from group discussions and submit an after-action report to ALPA's national officers and Board of Directors delegates.

Guest speakers included Capt. Don Wykoff (Delta), president of the International Federation of Air Line Pilots' Associations; Harry Hoglander, a member of the National Mediation Board; F/O Wes Reed (FedEx Express), an SPSC member; and Trey Hardin of the Podesta Group.

Many ALPA professionals led discussions and gave presentations, including Bruce York, Representation director; Ana McAhrn-Schulz, Economic & Financial Analysis director; Michael Robbins, Government Affairs director; Marie Schwartz, Communications director; Marcus Migliore and Matthew Babcock from the Legal Department; and Doug Baj, Anya Piazza, and Walter Torres from the Communications Department. ●

Preflight



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

■ 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.

“We’re at a point where the industry has done everything it can do under the ’78 law,” says Bill Swelbar, research engineer at the Massachusetts Institute of Technology’s International Center for Air Transportation. “The airplanes are full; they’re all running lean. The only problem is everybody else in the world has a ton of cash and they don’t.”

—From the Congressional Quarterly article
“Regulators, Congress Face Airline Policy Puzzle”
by Nathan Hurst

“It really does appear that DOJ has gone off the rails. The best way to sum up the argument is that airlines should all be punished for trying to be successful enterprises. The complaint is filled with talk about how capacity has shrunk and fares have risen. They think [the American-US Airways] merger will result in more of the same. But what they’ve failed to recognize is that the airline industry of the past was a sickly mess. You had too many cooks in the kitchen, and some of them had the cooking skills of a 12 year old. So airlines pushed in too much capacity just to gain market share, then they had to discount fares and nobody made money. It was a mess.”

—Brett Snyder, blogger, *The Cranky Flier*

“I expect us to order planes at the airshow. At Emirates we are not used to having two airshows in a row without ordering anything.”

—Thierry Antinori, Emirates chief commercial officer,
in an interview with Reuters

“It’s intense,” [Rep. Scott] Rigell [(R-Va.)] said, describing his frustration level. “I’m a businessman turned public servant. It’s irreconcilable what would happen in the private sector in a situation like this. Here we are, we’ve clearly, in the House of Representatives, we have not met, I believe, our fiduciary duty, what’s clearly laid out and expected of us, and reasonably expected of us, which is to pass all 12 appropriations bills.”

—From the POLITICO article “Congress leaves with big problems unsolved” by Jake Sherman, Burgess Everett, and John Bresnahan

“This milestone represents our second initiative in this area. At LAN we aim to develop sustainable biofuels for commercial aircraft with a high production potential in South America. Without a doubt, this is another key step toward the future of the industry. These renewable energy sources play a significant role in global aviation and will increasingly impact decision-making in the industry and in our company.”

—Ignacio Cueto, CEO of LAN Airline

Flights Originating Outside of North America To the U.S. and Canada

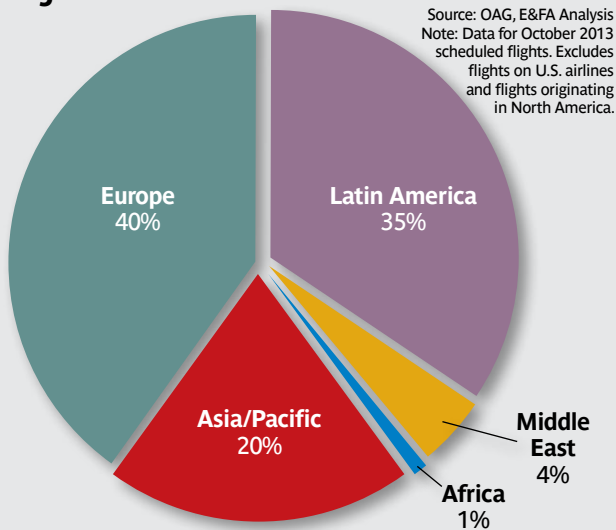
Excluding U.S.-owned airlines, most of the nearly 500 flights arriving daily in the U.S. originating from points outside of North America come from Europe. OAG data for the month of October show that 40 percent of the scheduled flights from outside of North America and the U.S. originated in Europe. (This analysis excludes U.S.-owned airlines.) Flights originating in Latin America accounted for 35 percent of the daily arrivals, and 20 percent originated in Asia and the Pacific region. The remaining five percent originated in the Middle East and Africa.

Excluding Canadian-owned airlines, 50 flights arrive daily in Canada from points outside of North America, and half of them come from Europe. Another 16 flights arrive from Asia and the Pacific region, while six arrive from Latin America. And two arrive

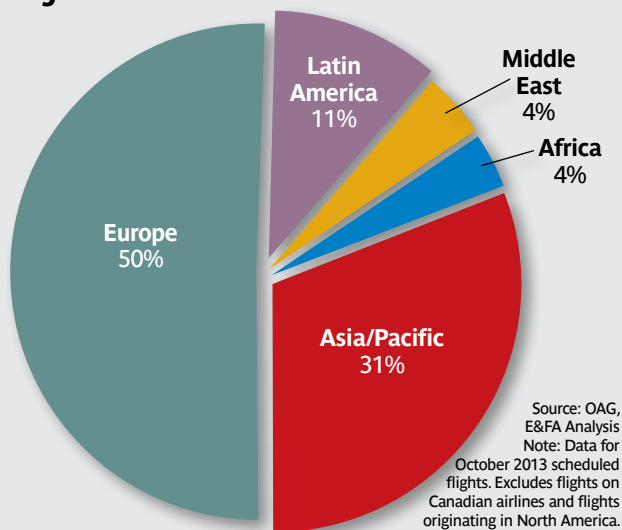
from the Middle East and two from Africa. (This analysis excludes all Canadian airlines.)

The number of flights from the Middle East to the U.S. has increased by 125 percent since 2008, while flights to Canada from that region are up 44 percent. Canada has seen a significant increase in flights from Africa, up 68 percent since 2008. And the number of flights from Asia and the Pacific region has increased 63 percent. The number of flights from Europe to the U.S. has decreased by 2 percent since 2008, and flights from Europe to Canada have dropped 12 percent during that time. Despite the decline in the number of flights originating in Europe, British Airways accounts for the most flights to the U.S. and Canada, roughly 10 percent for both countries. ●

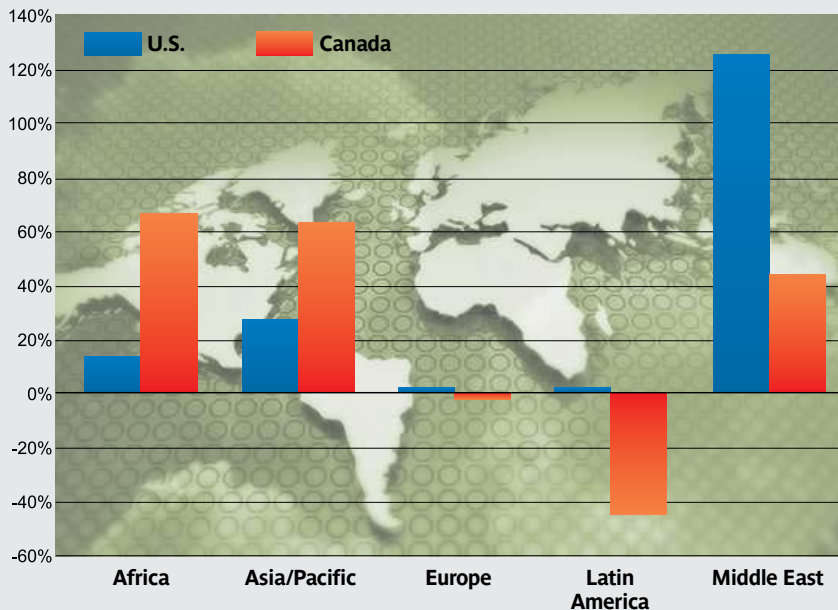
Flights to the U.S.



Flights to Canada



Five-Year Growth in Flights by Region



Source: OAG, E&FA Analysis
Note: Scheduled flights for the month of October 2008 and 2013. Excludes flights originating in North America. Data are for foreign-owned airlines only.

Preflight

In Memoriam

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

2004						
Capt. Walter B. Winter	Pan American	January	Capt. Robert K. Early	United	August	
			Capt. A.C. Ebell	United	August	
			F/O Brian K. Gray	Wien/United	August	
2010			Capt. David B. Haman	Delta	August	
Capt. L.A. Burke	Delta	September	Capt. James W. Hendrick	Northwest	August	
			Capt. Arthur W. Hiatt	FedEx	August	
2013			Capt. Larry M. Hunsberger	United	August	
F/O Mark H. Wilson	United	February	F/O Brian D. Kelly	Alaska	August	
F/O Thomas P. Adams	Continental	March	Capt. F.A. Kowalski	Delta	August	
Capt. Roman H. Lins	United	April	F/O David L. McConnell	Delta	August	
Capt. F.E. Rachford	United	May	Capt. William M. Orr	United	August	
Capt. Dewitt L. Branagan	TWA	June	Capt. H.G. Petty	Pan American	August	
Capt. Delmar J. Walker	United	June	Capt. David H. Quinn, Jr.	United	August	
Capt. D.K. Chatterton	Northwest	July	Capt. H.T. Rand	Eastern	August	
F/O Bernard D. Giere	Delta	July	F/O Jeffery W. Riddlebarger	United	August	
Capt. L.L. Grider	Eastern	July	Capt. R.F. Schmidt	Delta	August	
Capt. William J. Hobek	Eastern	July	Capt. John O. Syverson	Northwest	August	
Capt. C.R. Hodgson	Eastern	July	Capt. Christopher J. Thompson	Endeavor Air	August	
Capt. Robert C. Price	United	July	Capt. W.S. Titus	Eastern	August	
Capt. Eugene D. Stammer	TWA	July	F/O James P. Weaver	Eastern	August	
Capt. Robert J. Stewart	United	July	Capt. John Weber	Eastern	August	
Capt. John L. Wolford	US Airways	July	Capt. James T. Wellman, Jr.	Northwest	August	
Capt. Lawrence M. Buckner	Northwest	August	S/O Michael H. Wojciechowski	FedEx	August	
Capt. Michael W. Chapman	Polar Air Cargo	August				
Capt. David W. Clifford	Delta	August				
Capt. William J. Donnelly	Delta	August				

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

SHARE YOUR LEGACY

If you're like most pilots, you've probably amassed a large collection of airline memorabilia: hats, uniforms, photographs, magazines and newspapers, wings and badges, and airplane models. Perhaps your collection is so large that you can't show it all off in your own home. ALPA would like to share a piece of your collection with the world by putting it on display in our remodeled offices. We will gratefully accept your memorabilia on loan or as a gift. No item is too small, and every item is an important piece of ALPA's 82-year story. Fellow aviators, ALPA leaders, and national and international dignitaries will view your unique piece of America's airline heritage every time they enter our buildings.

Your story is our history, so please share your collection and your legacy with the world's largest pilots union. All items on display will be attributed to the owner or donor. If you have any items you would like to loan or donate to ALPA, contact Marie Schwartz, director of ALPA's Communications Department, at 703-481-4445 or Marie.Schwartz@alpa.org.

ALPA's first female pilot member, F/O Emily Howell Warner, was hired by Frontier Airlines in 1973.

A member service of Air Line Pilot.



W

hen the first airmail service was established in the United States and in Canada in 1918, the pilots persevered through treacherous weather, flew unsafe equipment, and endured managements that fired airmen for refusing to fly in life-threatening conditions. Following a strike over their working conditions, the U.S. airmail pilots recognized that they needed an organization to protect themselves.

■ Despite being a young pilot at the time, Dave Behncke witnessed the airmail pilots' strike and their fight was at the forefront when he founded the Air Line Pilots Association. The spirit of their struggle resonates to this day in ALPA's motto, "Schedule with Safety."

■ In the pages of this issue dedicated to air cargo, you will learn new details about

challenges that North American cargo pilots face—from the global cargo recession to state-sponsored air cargo airlines in the Middle East. You'll see how ALPA's President's Committee for Cargo is leading the industry in taking on these challenges.

■ While times may have changed, the recognition among cargo pilots that strength comes from determined unity has not. ALPA's cargo members lead and serve within and throughout ALPA's safety, security, and labor relations structure to further our union's efforts to ensure that the North American airline industry can compete in the global marketplace and maintain the highest possible standards of safety and security now and in the future.

—F/O Aaron Hagan (FedEx Express), President's Committee for Cargo Chairman

AIR CARGO ON BOARD AT ALPA'S BEGINNINGS

✓ Cargo Safety Checklist

By Jan W. Steenblik, Technical Editor

In several key areas, all-cargo operations do not benefit from the same safety standards and requirements that long have been in place for passenger and passenger/cargo combi operations. One Level of Safety and Security is the union's overarching goal.

Though efforts to overcome these inequities between passenger and all-cargo operations have been under way for many years, pilots should remember that, for example, the Air Line Pilots Association played a significant role in getting the FAA to require Traffic Alert

and Collision Avoidance (TCAS) II on all U.S. freighters—a decade after TCAS II was mandated for passenger airliners.

On these pages are the Association's top cargo safety priorities, with fatigue topping the list. [➤](#)

✓ End the Cargo “Carveout”!

As relates to flight- and duty-time rules, passenger and all-cargo airline pilots share fundamental constants: The pilot is human, subject to fatigue regardless of the nature of the payload in the back, and deserves rules that provide for his or her safety. Compelling science and common sense make clear that all those who depend on air transportation in the United States will benefit from a standard set of regulations that equally protect all airline pilots from fatigue.

However, the FAA's 2011 science-based flight- and duty-time limits and minimum rest requirements (FAR Part 117) apply only to pilots who fly passenger airliners. The outdated fatigue rules that apply to all-cargo flight operations were developed more than 50 years ago, and they are not based on science.

The United States is home to the most developed air freight operators in the world, and cargo-only flights make up almost 10 percent of domestic airline operations. Cargo pilots fly the same types of aircraft, on the same routes, through the same airspace, and into the same airports as pilots who fly passengers.

The new FAR Part 117 rules tailor the length of the duty period to the time of day a pilot starts work. But current rules

for cargo pilots allow 16 hours of continuous duty, regardless of when the pilot reports for work. Cargo pilots, who often fly through the human performance low period of 2–6 a.m., greatly need the protections of FAR Part 117.

The FAA has acknowledged that cargo pilots were excluded from the rule only because an economic analysis, which ALPA has challenged, placed a lower dollar figure on an accident involving cargo airplanes versus the cost to a cargo airline to ensure the safest possible operations by implementing the rule. Safety should come before economics in combating pilot fatigue.

Given that cargo aircraft share the same airports and airspace as passenger airliners, this sense of priority not only puts cargo flights at risk, but it threatens the travelers and crews aboard passenger flights as well as the communities that surround airports and lie below major flyways.

The Safe Skies Act of 2013 (H.R.182) would require that the FAA's science-based flight- and duty-time limits and minimum rest requirements apply to all airline pilots, regardless of whether they fly passengers or cargo. [➤](#)

ALPA President's Committee for Cargo

In 2001, ALPA created the President's Committee for Cargo (PCFC) to address the unique issues facing cargo pilots. ALPA has long advocated that all-cargo airlines be brought up to the One Level of Safety and Security that the Association has strived to implement for all passenger airlines. The PCFC works within the ALPA structure as an advocate on issues specific to cargo operations.

The PCFC mission is to

- 1 advise ALPA's president on issues specific to cargo operations.
- 2 represent the unique interests of cargo flightcrew members within ALPA.
- 3 provide expertise for safety, security, political, and regulatory issues affecting cargo operations.
- 4 elevate the profile of cargo crewmembers and their importance to the Association.
- 5 provide state-of-the-art resources for cargo pilots and cargo operations. [➤](#)

✓ Remote Ops

In June 2012, Capt. Lee Moak, ALPA's president, created the President's Committee for Remote Operations (PCRO) to address the challenges that ALPA members face on a daily basis dur-



ing flight operations in far northern remote areas such

as the Northwest Territories, Nunavut, and Alaskan locations at the outer fringes of the North American continent. Launching the PCRO was, Moak noted, "an effort to further support ALPA's One Level of Safety and Security concept." With appropriate support and input from ALPA's Engineering & Air Safety Department and Air Safety Organization, the PCRO has been evaluating what

needs to be done and developing the strategy for doing it.

Capt. Peter Black (First Air), chairman of the PCRO, said during the first ALPA Remote Operations Conference, held in Ottawa on May 29, "Ensuring safe operations in remote regions of Canada and the United States affects thousands of flights, and potentially hundreds of thousands of travelers from every corner of the globe. It's neither a local issue nor an issue of limited scope."

Stephen Nourse, executive director of the Northern Air Transport Association (NATA), said of his member airlines during the conference, "We are the bus, the grocery truck, and the ambulance." He added, "Economic opportunities in the north depend on a robust air transportation system."

But the pilots who make that air trans-

portation system work must make do with gravel and ice strips, airports lacking runway end safety areas and other safety improvements, and infrastructure that pilots elsewhere rely on—e.g., proper deicing equipment on the airport, mandatory runway friction measurement and reporting, and proper airport lighting, winter maintenance, standards, and recommended procedures.

Navaid infrastructure "in some places remains near the bare minimum to ensure safe operations, and pilots are facing limited instrument approach capability in most areas," Capt. Dan Adamus (Jazz), president of the ALPA Canada Board, told the conference attendees. These remote airports need GPS and WAAS approaches, and not just overlays of existing circling nonprecision approaches. 🌐

✓ ARFF: What Cargo Needs

Aircraft rescue and firefighting (ARFF) services at airports served by scheduled passenger airlines are required by, and specified in, FAR Part 139, the regulation that governs airport certification. But no ARFF is mandated for all-cargo flights.

ALPA has long maintained that cargo pilots need and deserve

- ARFF capability at all airports during cargo operations,
- Fire services training required to include cargo airliners for on- and off-airport fire departments,
- Onboard active fire-suppression systems in all cargo compartments (FedEx has been very proactive in this),
- Lithium metal battery shipments removed from all airliners (or made safe),
- A single, dedicated emergency radio (DER) frequency for all participants (e.g., ARFF personnel, flight crews, ATC),
- Super Lexan for containers,
- Fireproof roll-up doors, and
- Standardized aircraft and rescue information from cargo airliners to ARFF commands. 🌐



✓ Lithium Batteries

More than 40 incidents of fire, smoke, or heat related to lithium batteries have been documented since 1990. Accident investigators suspect that three freighter hull loss accidents may have involved lithium battery shipments, and an FAA study warns that U.S. airlines alone could lose four aircraft to battery-related fires by 2020.

The United Arab Emirates (UAE) General Civil Aviation Authority (GCAA) on July 25 released its final report regarding the crash of UPS Flight 6 on Sept. 3, 2010, near Dubai, UAE. The GCAA worked closely with its international partners to develop a report on the causes of the accident. The report makes abundantly clear the hazards of transporting large quantities of lithium batteries by air.

ALPA anticipates that rulemaking regarding the air transport of lithium batteries will occur sometime soon. A federal proposal to harmonize U.S. standards for transporting lithium batteries with recent updates to International Civil Aviation Organization (ICAO) technical instructions has received positive support from stakeholders. ALPA endorses a harmonized approach and hails the proposed rulemaking as a significant first step.

ALPA's message is clear: More safety measures are necessary to ensure the safe transport of lithium batteries as cargo—including banning lithium metal batteries on freighters until appropriate fire-suppression methods have been developed and requiring that all lithium batteries shipped by air be fully regulated as dangerous goods. Meanwhile, ALPA has been urging the Department of Transportation's Pipeline and Hazardous Materials Safety Administration to publish a final rule that will harmonize U.S. hazardous materials regulations with new ICAO provisions. 🌐

Undergoing Changes And Challenges

By ALPA Economic & Financial Analysis Staff

Despite a challenging economic environment in the past few years, a recent analysis of the air cargo industry by ALPA staff found that air cargo remains an essential component of world economic growth.

Long-term forecasts show the air cargo market returning to its historical growth rate of 5 percent annually. Many of the air cargo airlines will continue to do well. The need for fewer freighters may become reality as the widebody passenger fleet grows. And the opportunity exists for partnership and innovative marketing as shippers look for new freight handlers with established routes and those with established routes look for airlines that can handle large and odd-sized freight that won't fit into the belly of their airplane. Given this sector's historical performance, it seems clear that most operators will be able to adapt to the changing environment.

Air cargo industry defined

The air cargo segment is a wide-ranging industry with various types of operators, each filling a particular niche of freight demand. The express market, also known as integrated operators, consists of airlines such as DHL, FedEx Express, and UPS, which move mail, small packages, and freight for supply chains' just-in-time delivery needs. Most of the express market airlines transport freight on a scheduled basis.

Nonintegrated freight operators, sometimes referred to as freight forwarders, are those airlines that have strictly freighter airplanes moving specialized, odd-sized cargo on a time-sensitive basis. Much of this type of freight movement is done on an ad hoc basis, on charter flights with no set routes.

Combination carriers are those airlines that have a dedicated passenger fleet as well as a smaller dedicated freighter fleet. These airlines are able to move mail, small parcels, and large freight on a sched-

uled basis using either the belly of passenger airplanes or on dedicated freighters in their fleets. And then there are those airlines whose principal source of revenue is passengers, but who also carry cargo in airplane belly space—which in essence are most passenger airlines.

Air cargo growth tied to international trade

While there are several different segments in the industry, air cargo demand across all groups is closely linked to the global economic environment and, in particular, the level of worldwide international trade. Global economic activity as measured by gross domestic product (GDP) is the principal driver of international trade. As such, air cargo demand, driven largely by trade, has recently proven to be even more susceptible to the economic environment than the passenger airline industry.

In healthy times, moderate annual growth rates in GDP, usually between 3 and 4 percent, will equate to even higher international trade growth. World trade growth averaged 7 percent annually from 1990 through 2007. During most of those years, air cargo traffic grew at a similar 6 percent per year. When the global recession took hold in 2008 and 2009, the air cargo industry took its biggest hit as demand simply bottomed out—at a rate even greater than seen in passenger traffic.

In 2010, as the economy began to rebound, the air cargo market showed a strong return in demand and growth as businesses sought to replenish inventories that suffered from recession-induced production cutbacks. Many assumed the recession dip for the air cargo industry was temporary and the industry would return to its historical growth rates, as the passenger industry did. Current data, however, show that this has not been the case.

While the passenger industry saw some improvement in demand after the

recession, the cargo industry continued to face anemic growth in both 2011 and 2012. Much of the air cargo industry's soft demand stemmed from global economic uncertainty as a result of the Arab Spring uprisings, rising oil prices, the Japan earthquake and tsunami, overheated economies in some emerging nations, and the continued European economic recession.

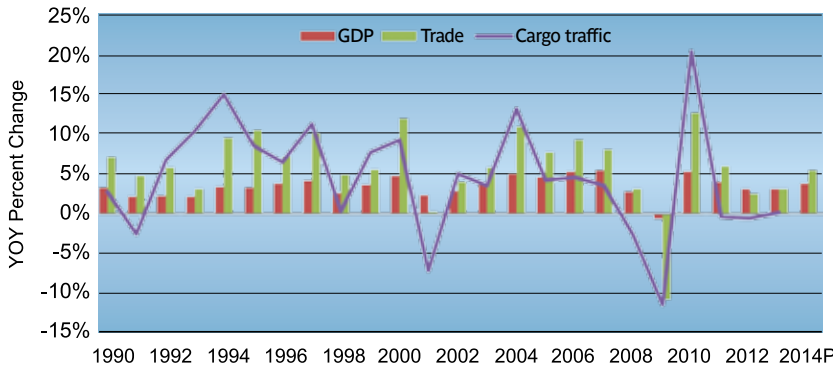
With such political and economic upheaval, it's no surprise that in 2012 world trade volumes grew just 2.5 percent, the lowest growth rate since 1990 (with 2001 being an exception). Of even greater concern, however, is that in 2012, world trade volumes grew at even a lower rate than the world GDP. As a result, some cargo operators experienced dwindling revenues and, for some, lower profits.

Pressures from changing economics and fuel

During the last several years, the passenger industry has had to undertake structural changes to adapt to a challenging and changing environment. These changes eventually allowed many airlines in that sector to achieve a level of sus-

In the June 2013 issue of *Air Line Pilot*, ALPA's Economic & Financial Analysis Department analyzed the structural changes occurring in the mainline passenger industry. Capacity discipline, consolidation, and balance-sheet refocus have helped to structurally alter the passenger airline industry, leading to improved profits despite the poor economic environment and volatile fuel prices. This article focuses on the air cargo sector of the airline industry to explore whether this sector is also experiencing transformation in the face of today's economic pressures.

Chart 1: Cargo Tied to Robust World GDP and Trade Growth



Source: IMF World Economic Outlook Database, April 2013, IATA Traffic Reports, E&FA

tainable profitability, albeit small, in spite of slow economic growth. The air cargo industry now faces its own challenges, and cargo airlines must adapt and evolve in order to thrive. Fuel prices, increased competition, sluggish economic and trade performance, and competition from other transportation modes are a few of the challenges that the air cargo industry is facing.

Fuel price volatility has plagued both the passenger and cargo industries for the past several years. Cargo airlines imposed fuel surcharges in an attempt to recoup some of these increased fuel costs. However, as the price of oil nearly tripled from 2004 to 2013, many freight customers also opted for other modes of transportation to offset these price increases. Container shipping proved to be an attractive alternative to air transport. The cargo capacity of container ships has grown more than 225 percent since 2000, and more ships are traveling the trade lanes as well, driving down per-unit container costs. With lower prices and greater geographic coverage, the container shipping industry has become a significant competitor to air cargo.

In addition, the worldwide advancement and proliferation of telecom-

munications has lessened the need for documents and small parcels to be moved by air cargo. A weak economy has also forced consumers to seek lower-cost methods of transport, including relying less on overnight shipments. These various business changes are forcing the air cargo industry to adapt and evolve.

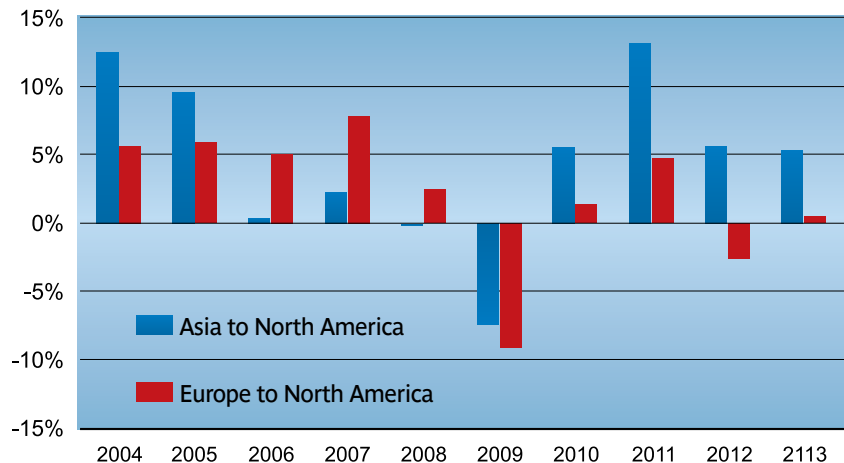
Air cargo industry responds

Given the fractured nature of the air cargo industry, adapting and responding to challenges and the changing environment will vary by grouping and will elicit different results across the sector. To date, combination carriers and express airlines have both managed to adapt to the new environment and meet these challenges with varying strategies.

Recent Fiscal Year 2014 first-quarter results for FedEx Express showed continued margin improvement over last year.

Express airlines have been successful in instituting fuel surcharges, which combats some of the oil price inflation. As the need for overnight documents and mail is replaced by electronic measures,

Chart 2: Change in Frequencies On Popular Trading Lanes



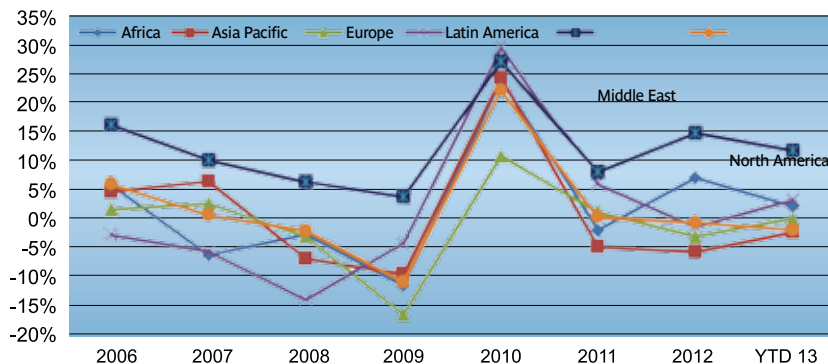
Source: OAG, E&FA Analysis

express airlines have sought to adjust their capacity to handle larger freight for a different customer base. In fact, FedEx Express recently was awarded two Department of Defense contracts worth \$221 million. In addition, data from Air Cargo Management Group show that express airlines have increased both the average weight per shipment and their daily shipment volumes since 2010.

Even passenger airlines are adapting their air cargo needs. Many of the passenger airlines that carry cargo are modernizing their fleets. New airplane designs and manufacturing components are helping airlines become more fuel efficient. Mainline passenger airplanes are now not only larger but also lighter, carrying more cargo while being fuel efficient. Many combination carriers are rethinking their need to maintain large freighter fleets and instead are relying more on belly space on widebody passenger jets.

In addition to acquiring newer airplanes, major airlines have repositioned their capacity to take advantage of the growth in certain markets. This growth has added significant capacity in some of the biggest trading lanes around the globe. One example is the growth in the number of flights from Asia to North America in the last five years. Passenger airlines operate nearly 58,000 flights a year from Northeast and Southeast Asia to North America. The growth rates on those routes, an increase of nearly 40 percent since 2004, far outpace growth rates on Europe to North America routes, which have seen a 17 percent change since 2004. The increased number of flights, often on widebody airplanes that have greater belly-cargo capacity than the airplanes they are replacing, translates to a significant increase in capacity for the air cargo market on the largest, most lucrative routes. It probably comes as no surprise that capacity growth has a significant negative effect on pricing power and profitability.

Chart 3: Middle East Cargo Traffic Has Been Growing Faster Than Other Regions Since 2006



Source: IATA, Monthly Traffic Reports

Regional trade differences are also affecting the air cargo market. Cargo airlines are performing better in emerging economies and in those areas that are experiencing strong economic growth. The Middle East, for example, has seen freight traffic grow by nearly 12 percent during the first half of 2013, compared to 0.2 percent for the whole industry. It's not surprising then that Emirates is now the largest airline of international freight in the world, surpassing FedEx Express last year. Of course, Emirates has

experienced irrational state-subsidized growth across all sectors, and the United Arab Emirates' pro-airline policy makes it hard for many, including U.S. airlines, to compete effectively. Other regions that are experiencing larger growth than the rest of the industry include Africa and Latin America.

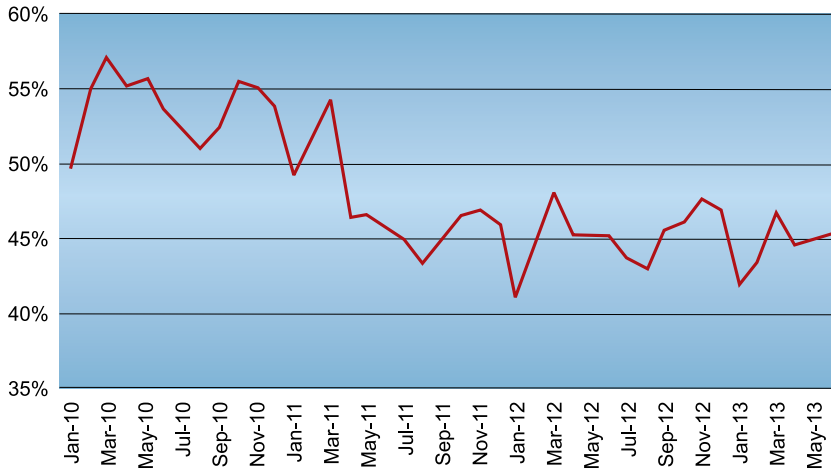
Despite the recent declines seen in Asia, that area's airports are still experiencing strong cargo traffic, with Hong Kong ranking as the busiest cargo airport in 2012, followed by Memphis and Shanghai, according to Airports Council International.

Load factors (the percentage of cargo capacity that is full) for all-cargo airlines have been historically low compared to passenger load factors. And with the ongoing added capacity from belly space, load factors have fallen even farther. Although cargo load factors have recently begun to stabilize, they still remain quite low as capacity continues to increase through passenger business. Deliveries of widebody airplanes with greater belly-hold capacity will have increased by more than 11 percent in 2013 compared to 2012, according to the International Air Transport Association, expanding the existing widebody fleet by 6 percent this year alone.

Adjusting capacity to demand ultimately determines whether the industry

Despite the recent declines seen in Asia, that area's airports are still experiencing strong cargo traffic, with Hong Kong ranking as the busiest cargo airport in 2012, followed by Memphis and Shanghai, according to Airports Council International.

Chart 4: Cargo Load Factors Remain at Weak Levels

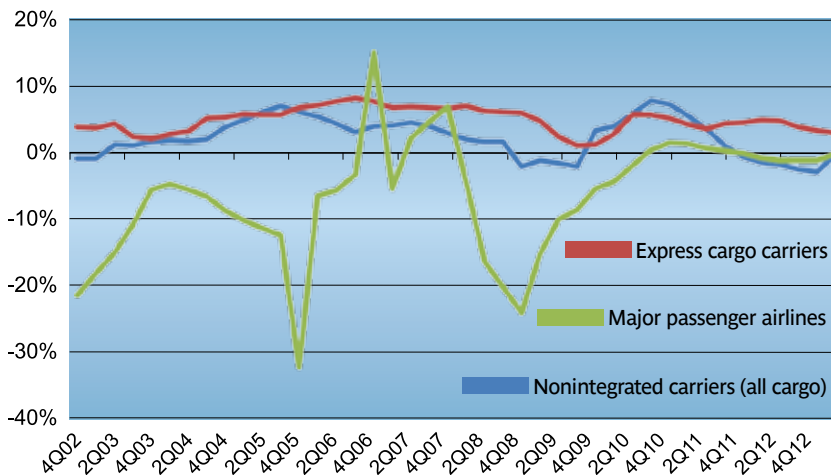


Source: IATA Traffic Reports, E&FA Analysis

and, more specifically, an airline is profitable. Changes in cargo volumes will affect cargo airlines differently. For those combination carriers with passengers

and cargo, the decline in cargo volumes is less noticeable, as additional yield from cargo is secondary to the gains that passenger yields have generated in

Chart 5: Cargo vs. Passenger Airlines Pretax Margins (Rolling Four Quarters)



Source: BTS, P1.2, E&FA Analysis

Note: Nonintegrated carriers are all U.S. cargo carriers, except for FedEx Express and UPS; express cargo carriers are FedEx Express and UPS only; major passenger airlines are American, Delta, Continental, United, and US Airways.

the last few years. While express airlines have been affected by a poor performing economy, higher fuel costs, and less reliance on overnight deliveries, they have successfully adapted by adding fuel surcharges and seeking additional markets. Cargo airlines that operate heavy freighters on a charter or as-needed basis and those that provide military charters will have the hardest time absorbing any declines in cargo volume.

Just like the passenger airline industry, cargo operators have faced challenges adapting to a changing environment. Yet air cargo airlines have historically been resilient. A review of financial results in this sector shows that air cargo airlines usually manage to outperform the passenger sector. This historic performance is a positive indicator of what this industry can expect in the future.

Cautious but optimistic outlook for air cargo

Today, the current outlook for the cargo industry is cautious but optimistic. World trade is once again expected to grow beyond the world GDP in both 2013 and 2014. The Purchasing Managers Indexes for many countries have shown an upward momentum recently, and signs of improving economic trends are coming from the United States and Europe. A decisive indicator for growth in the second half of this year and into 2014 will be the level of demand for new Asian-manufactured goods, especially electronics. New routes to interior China will become a major focus for all-cargo airlines, as growth in that country continues to outpace all other areas. Competition for the cargo traded between China and North America and Europe and China is expected to grow. Middle East airlines continue to market themselves as a hub, especially between Asia and Europe, making many European airlines reevaluate fleet plans and operating routes.

MIDDLE EASTERN CARGO CARRIERS:

Fully Loaded for More 'Phenomenal' (Heavily State-Backed) Growth

By Capt. Scott Stratton (FedEx Express), Master Executive Council Chairman

In addition to hosting great bands and even better barbecue contests, this year's "Memphis in May International Festival" highlighted Memphis's ties to the country of Sweden. As part of the festival, the Memphis Chamber of Commerce invited a Stockholm Chamber of Commerce policy adviser to visit the city. When asked his favorite part of the trip, the adviser told the Memphis Chamber's newsletter, "The FedEx hub was a fascinating visit, if not the most fascinating business operation I have ever seen."

As Memphis business leaders touted the FedEx headquarters facility and the city's economic ties with Stockholm, officials at Emirates, the heavily state-backed Middle Eastern carrier, were carrying out plans to begin operations between the Swedish capital and Dubai on September 4.

UAE government's vast support of air cargo

"The United Arab Emirates attaches great importance to the travel and tourism sector," said Sheikh Mohammed Bin Rashid Al Maktoum, the vice president and prime minister of the United Arab Emirates and ruler of Dubai, in the Emirates Group's 2012–13 Annual Report. "It is an integral part of implementing the country's strategy for building a sound and sustainable economy."

A clear demonstration of Dubai's vision for economic sustainability, the Dubai World Central (DWC) development project will include six clustered zones such as Dubai Logistics City, Commercial City, and Aviation City, which will eventually feature the world's largest airport—Dubai World Central. The DWC development project will become the region's first multimodal transportation platform and has been estimated on the

DWC website to cost in excess of US\$32 billion.

The Al Maktoum family governs the Emirate of Dubai and plays a significant role in charting the course of Emirates. The uncle of the current ruler of Dubai is Sheikh Ahmed Bin Saeed Al Maktoum. He serves as chairman and chief executive of Emirates Airline and Group; president of the local regulatory body, the Dubai Civil Aviation Authority; and chairman of Dubai Airports, which owns and operates Dubai's airports—Dubai International and DWC. He also chairs other highly influential Dubai government committees, including the Department of Oil Affairs and the Emirates National Bank of Dubai.

The country's long-term vision for economic sustainability, its national commitment to the success of its airline industry, and its extraordinary intra-governmental collaboration, as evidenced by Ahmed Bin Saeed Al Maktoum's multiple roles in its polity, clearly benefit Emirates' business operations. However, the pro-aviation business climate in Dubai specifically, the United Arab Emirates generally, and in other Middle Eastern countries such as Qatar, also results in tangible competitive advantages for their airlines, including operating free of home country corporate taxes and the ability to fly large, new, fuel-efficient widebody airliners. Moreover, those airlines are eligible to purchase them with below-market financing rates through the U.S. taxpayer-funded Export-Import Bank of the United States.

The strategy has proven enormously effective for Dubai, where aviation currently supports 28 percent of the emirate's gross domestic product. The advantage that Emirates and other Middle Eastern state-backed airlines gain from this pro-aviation business climate is

readily apparent in first-half 2013 balance sheets, route maps, infrastructure, and aircraft hangars.

Phenomenal growth of Middle Eastern airlines' infrastructure and fleets

"Our phenomenal growth has helped make Dubai International Airport the fastest-growing airport in the world, as measured by annual seat capacity growth, and the world's second-busiest airport for international passenger traffic, overtaking Paris's Charles de Gaulle Airport for the first time," said Sheikh Ahmed Bin Saeed Al Maktoum in the company's annual report. "Dubai International Airport currently handles more than 58 million passengers per year, and that number is expected to jump to more than 65 million by the end of 2013. Emirates SkyCargo is slated to move its operations to Dubai World Central next financial year to ease congestion."

In July 2013, Emirates announced that construction had begun on Emirates SkyCargo's state-of-the-art terminal and supporting facilities at DWC. The

An Emirates A330-200 loads cargo.



700,000-square-meter cargo terminal is slated to become the home of Emirates' freighter operations beginning in May 2014.

While freight volumes at DWC fell in the first six months of 2013, an organization fact sheet attributes the drop to stabilization of earlier rapid growth that took place in the first few years of the airport's cargo operations, which began in June 2010. In 2012, DWC handled 219,000 tonnes of air freight, an increase of 144 percent over the 90,000 tonnes recorded in 2011.

DWC states that, once complete, the facility will have a final cargo capacity of 12 million tonnes per annum. In comparison, Hong Kong, the airport with

Emirates SkyCargo's overall expansion and growth program," said Nabil Sultan, Emirates divisional senior vice president of cargo. He added that "the move does not include passenger fleet belly-cargo operations, which will continue to operate from Dubai International Airport. The terminal will have an initial capacity to manage 700,000 tonnes of cargo per annum, which can be expanded to meet future growth."

In the nearby emirate of Qatar, Doha-based Qatar Airways Cargo in May added three new Airbus A330-200Fs to its fleet of seven freighter airplanes including B-777Fs, according to a company news release. Qatar Airways Cargo is deploying the A330-200Fs on routes such as

Chief Cargo Officer Ulrich Ogiermann.

Ethihad Airways, which is the UAE's national airline, continued to achieve its strongest growth through its cargo division, carrying 215,000 tons in the first half of 2013 compared with 175,000 tons in the first half of 2012, according to a company news release, a 23 percent growth for the first half of the year.

The growth in cargo volume at Etihad Cargo was reinforced by the delivery of three new freighters: one A330-200F, one B-777-200F, and the company's first B-747-8F. Its cargo operations were further enhanced by increased passenger services, providing more under-floor freight capacity.

ALPA takes action

State sponsorship—and the resulting wholesale economic and policy support—that certain foreign airlines receive provides a significant and unfair competitive advantage over U.S. and Canadian companies. ALPA and the FedEx Express Master Executive Council (MEC) maintain that our industry must not—and, indeed, cannot—allow such disadvantages to continue to threaten U.S. airlines and their workers. The current global economic environment, in which foreign governments back their airlines with billions of dollars and pro-aviation policies, must challenge the U.S. government to back U.S. and Canadian airlines with equal enterprise. For North America to maintain a world-class airline industry, our governments also need to compete with their foreign counterparts, just as our cargo carriers and airlines do, with airline industry and air cargo policies that allow our airlines to prevail in the global marketplace.

The FedEx Express MEC, together with ALPA, is working to pursue federal policy and legislative solutions to level the playing field so that North American cargo carriers and their pilots have a fair chance to compete on the world economic stage. Armed with a recent policy resolution that the FedEx MEC unanimously passed, the FedEx Legislative Affairs Committee is joining forces with ALPA's national officers, other ALPA MECs, ALPA's Government Affairs staff, and, when appropriate, airline managements in Washington, D.C., and around the country to urge U.S. business leaders and policy makers to recognize the threat and take swift action. 🌐



Qatar Airways Cargo's first Boeing 777F seen landing at Chennai International Airport, India.

the world's largest cargo volume for the 12 months ending in May 2013, handled 4.095 million tonnes, while Memphis International's cargo volume was 4.062 million tonnes during the same period, according to an Airports Council International website report.

In addition to constructing state-of-the-art facilities, Emirates is greatly expanding its freighter fleet. In March 2013, Emirates SkyCargo added another B-777F to its fleet, which currently includes two B-747-400ERFs and eight B-777Fs, according to the airline's website. Over the next few years, Emirates will add five B-777Fs to its fleet as part of the airline's total order of 192 additional passenger and cargo aircraft.

The airline now operates scheduled freighter service to 44 destinations, 34 of which are European destinations, including Viracopos, Brazil; Lyon, France; Khartoum, Sudan; Stockholm, Sweden; and Hanoi, Vietnam.

"The planned move of our freighter operations from Dubai International Airport to Dubai World Central – Al Maktoum International Airport is the next step in

Doha-Amsterdam and Doha-Colombo. The airline currently serves more than 40 freighter destinations worldwide via its Doha hub and also delivers cargo to more than 125 destinations on more than 122 passenger airplanes.

"The arrival of the A330-200F comes at a time when Qatar Airways Cargo undergoes significant development and growth," said Chief Executive Officer Akbar Al Baker. "The opening of our brand-new US\$1 billion cargo facility at Hamad International Airport later this year will see Qatar Airways Cargo handle 1.4 million tonnes of cargo annually, more than tripling the capacity of the existing facility."

In July 2013, Qatar Airways Cargo began operating a twice-weekly direct freighter service from Milan to Chicago and back to Milan. "With our new Chicago-Milan sector, we will see an additional 200 tonnes of capacity added weekly to the freight we ship out of Chicago, demonstrating our commitment to further strengthening our business and the services offered to our clients in the region," said Qatar Airways

WIKIMEDIA

SEPARATE BUT NOT EQUAL:

Air Cargo Security Warrants Greater Industry Attention

By John Perkinson, Staff Writer

On Oct. 29, 2010, a plot was uncovered to conceal plastic explosives and detonating devices in packages aboard two cargo airplanes bound for the United States. Two boxes containing computer printers had slipped past airport controls and screeners but were being detained enroute—one in northern England and the other in Dubai, thanks to a Saudi intelligence tip-off. The source of the lead, Jaber al-Faifi, was a former Guantanamo Bay detainee who had completed al-Qaida rehabilitation training but had opted to surrender to Saudi authorities.

Addressed to synagogues in Chicago, the parcels were originally sent by terrorists through FedEx and United Parcel Service offices in Yemen. The packages had traveled through four countries on at least four different aircraft, two of them carrying passengers. Upon closer inspection, the explosives were discovered, hidden within printer cartridges. Each contained at least 10½ ounces of the powerful explosive PETN. Analysts speculate that the packages were designed to be detonated in mid-air in order to destroy the aircraft somewhere over the eastern United States.

“It is time for the shipping industry and the business community to accept the reality that more needs to be done to secure cargo planes so that they cannot be turned into delivery systems for bombs targeting our country,” said Rep. Ed Markey (D-Mass.), shortly after the incidents. Recognizing a regulatory double standard, the congressman continues to press for needed changes to bring all-cargo airline security requirements in line with those of passenger operations.

“Air cargo is more vulnerable to security breaches,” agrees Capt. Fred Eissler (FedEx Express), ALPA’s aviation security chairman and his pilot group’s Master

Executive Council (MEC) Legislative Affairs Committee chairman. He acknowledges that despite the issuance of the May 2006 final rule on air cargo security requirements, and the many positive safeguards that have resulted, much more needs to be accomplished.

Capt. Scott Stratton (FedEx Express), his pilot group’s MEC chairman, notes,

tions the airline industry must take to better defend itself. The report aptly points out that in the period since 9/11, cash-strapped passenger airlines have outpaced more profitable all-cargo airlines in adding new security measures. Clearly, those authorizing these actions understand that the expense of implementing them is easily offset by the possible cost




FO IAN THOMPSON (FEDEX EXPRESS)

Those who seek to sidestep security protections have repeatedly demonstrated that they are intelligent and adaptive. As part of ALPA’s One Level of Safety and Security campaign, the Association continues to work with government and industry stakeholders to promote a layered approach to address existing gaps and inadequacies.

“Actionable items that further strengthen cargo operations are needed. We have had more than a decade of discussions. The time for concerted action is now, before we witness another tragic event. Although cargo and passenger flights have some operational differences, ALPA remains committed to the principle that all airline operations must be conducted to the same high level of safety and security, regardless of any unique operating aspects.”

In August 2011, ALPA issued an updated white paper titled “Recommendations for Improving the Security of All-Cargo Operations,” outlining additional ac-

in company resources, human life, and the other collateral damage that can result from an attack.

Those who seek to sidestep security protections have repeatedly demonstrated that they are intelligent and adaptive. As part of ALPA’s One Level of Safety and Security campaign, the Association continues to work with government and industry stakeholders to promote a layered approach to address existing gaps and inadequacies. To achieve this objective, ALPA outlines specific steps the industry must take to help minimize risk and bolster all-cargo operational integrity. 

Installing reinforced cockpit doors

Congress is contemplating a requirement for all airlines—passenger and all-cargo—to install secondary cockpit barriers, which ALPA supports. However, ALPA has long called on government to also mandate the installation of hardened or reinforced cockpit doors (RCDs) on all freighters, and to require continued crewmember training on appropriate door access procedures.



COPYRIGHT © 2013 LOWELL SANNES

Reinforced doors are necessary because cargo airplanes have no additional operating crewmembers outside of the cockpit. Installing RCDs allows for the layered defense of the cockpit, with the operating crew being the last line of defense. Express freight airlines often transport third-party personnel, called supernumeraries, such as couriers and animal handlers. Even though these individuals are vetted by a protocol acknowledged by the federal government, they can go unmonitored during flight, whereas flight attendants can observe individuals on passenger flights. Additionally, those who seek to stow away on all-cargo flights could enter the supernumerary area. RCDs can greatly improve the defense of the cockpit. [▶](#)

Cargo screening based on threat/risk

The Transportation Security Administration (TSA) has outlined two scenarios that provide the greatest security risk to cargo airlines: the hostile takeover of an airplane with the intent to use it as a weapon, and the introduction of an explosive device with the intent to disrupt operations. To combat these threats, ALPA recommends a threat-driven, risk-managed approach, using the latest technology and procedural solutions.



TSA

Even though the TSA mandate has been in effect since the end of last year requiring that all foreign-borne air cargo be screened, millions of tons of air cargo are transported every day and screening methods and protocols must be applied strategically to identify high-risk shipments before they enter the supply chain. New X-ray screening devices using six-color imaging and atomic number recognition are in place at some locales; however, this equipment is expensive and just one of many considerations.

Stakeholders are experimenting with the Air Cargo Advanced Screening (ACAS) system, which is designed to identify potentially threatening shipments at an early stage in the overseas supply chain. ACAS allows airlines and freight forwarders to send and receive advance security filing data using an automated targeting system managed by U.S. Customs and Border Protection. However, ACAS is still a test project and will need formal approval before it can be widely applied. [▶](#)

Mandating SIDA at all air cargo airports

In addition to properly vetting employees, the application of security identification display area (SIDA) protocols must be extended to all airports that cater solely to air cargo operations. The lack of SIDA procedures at these facilities makes them much easier targets for unauthorized individuals who wish to breach restricted areas.

SIDA protocols call for authorized identification displays, defined entry and exit procedures, clearly outlined perimeters, and other security processes. In addition, those with access are subject to fingerprint-based, criminal history record



CHRIS WEAVER

checks. Capt. Sean Cassidy, ALPA's first vice president, spoke about this to the U.S. House Subcommittee on Transportation Security last year, emphasizing, "Full SIDA requirements must be mandated for all airports serving FAR part 121 all-cargo operations." [▶](#)

Properly vetting individuals with unescorted access

ALPA maintains that anyone with unescorted access to cargo areas or cargo airplanes must first be subjected to biometric, criminal history record checks, including fingerprinting for identity verification. This is not currently required of the majority of individuals who have access to cargo operations areas.

The U.S. Federal Bureau of Investigation has publicly announced that it does not support biographic, name-based security threat assessments for these jobs because this system has a greater probability of approving false identifications. With the proliferation of online recordkeeping, identity theft remains a growing concern. And without confirming the true identity of an applicant, the likelihood of effectively assessing an individual's character or trustworthiness is highly suspect. The TSA's proposed vetting of all involved employees at certified cargo screening facilities would be a positive step forward. [▶](#)



CAPT. INDI KOHLBACHER (FEDEX EXPRESS)

SECURING THE Skies

Aviation Security a Dozen Years after 9/11



Airlines for America
We Connect the World

ALPA and Airlines for America (A4A) are cosponsoring a conference titled “Securing the Skies: Aviation Security a Dozen Years After 9/11,” to highlight aviation security enhancements implemented since 9/11 and to discuss new challenges.

Scheduled for October 17 in Washington, D.C., the conference will feature presentations and panel discussions addressing the risk-based security revolution, U.S. Customs and Border Protection Preclearance facilities, cyber security of the U.S. national airspace system, and flight security improvements and challenges. Transportation Security

Administration Administrator John Pistole will serve as keynote speaker. For more information and to attend “Securing the Skies,” please visit seureskiesconference.alpa.org. Look for coverage in the November issue of *Air Line Pilot*.

Last year, ALPA hosted “Air Cargo Safety and Security: Closing the Gaps,” a conference that brought together representatives from the Association, Congress, the FAA, the TSA, the NTSB, and other stakeholder organizations. Together these groups compared the safety and security differences between passenger and all-cargo airlines. ➤

Requiring security training

Passenger airline flight crews and ground personnel are required to attend Common Strategy security training; but for their freight counterparts, offering All-Cargo Common Strategy training is at the discretion of the airline. This inconsistency must be corrected. Failure to include this training diminishes the ability to properly secure airplanes and work with existing resources to respond to threatening circumstances.

In addition to training, all-cargo flight crews should routinely receive TSA security directives and information circulars so that they can adequately perform their responsibilities as inflight security coordinators. All of this information should be included as part of the Full All-Cargo Aircraft Operator Standard Security Program. ➤



FFDO program

Other air cargo security concerns include the continued development and promotion of the Federal Flight Deck Officer (FFDO) program, and the effects that an extended sequestration could have on future FFDO funding.

An FFDO aboard an all-cargo flight is the last line of defense of the cockpit. No other protocol or piece of equipment can achieve what this program provides all-cargo crews. Unlike passenger airlines, cargo crews are manned with very few operating members, and seldom, if ever, is anyone outside of the cockpit. The FFDO, in conjunction with the RCD, allows the crew to preserve the integrity of the cockpit and safely get the airplane to a secure location. “The FFDO is the single most important facet of the layered defense of the cockpit for all-cargo airlines. Cargo operations do not have the luxury of emboldened passengers, flight attendants, or the Federal Air Marshal Service to guard against intrusion into the cockpit,” states Eissler. ➤

In addition to training, all-cargo flight crews should routinely receive TSA security directives and information circulars so that they can adequately perform their responsibilities as inflight security coordinators.

Situational Awareness— A Security Mindset

By Jim Andresakes, Security Supervisor, ALPA Engineering & Air Safety Department

Airline pilots fly people and cargo to far-flung domestic and international destinations every day while maintaining the highest level of safety. This success is due in large measure to vigilance and an ingrained safety mindset that help shape a pilot's decision-making process.

Situational awareness is a critical part of the safety mindset. Being vigilant during flight operations enables pilots to reach their destinations safely day in and day out.

Likewise, pilots must be vigilant in order to protect their personal security. The recent kidnapping of two Turkish pilots in Lebanon and the U.S. State Department's worldwide travel warning and embassy closures remind us that ongoing personal vigilance is essential. An article by the global intelligence company Stratfor (stratfor.com) on this subject includes several observations and recommendations, summarized here.

Security situational awareness consists of being aware of one's surroundings and recognizing potentially dangerous situations and threats. The first element of security situational awareness is understanding that threats can exist anywhere at any time, even in the most seemingly benign circumstances. Complacency, apathy, and even denial create victims, not victors.

Recognizing and being prepared to take appropriate actions if a threat appears, in whatever form, is critical. Overrelying on others (e.g., the company, the police) to come to one's aid in the event of trouble is a setup for failure. Everyone should take personal responsibility to look out for themselves and those dear to them to the greatest practical extent.

A person's gut reaction, or intuition, should not be overlooked or ignored. Feelings of danger should prompt one to take appropriate action, not continue on as though these feelings do not exist.

Military and law enforcement training often includes instruction on four distinct levels of security situational

awareness (see sidebar).

Maintaining these differing states of situational awareness evokes distinct physiological responses from the body. As we escalate our awareness and preparedness to respond to circumstances from "tuned out" to "high alert," heart rate, breathing rate, and blood pressure will increase proportionately. Additionally, as our state of awareness increases, we will experience a corresponding increase in fatigue and a decrease in the amount of time we can successfully sustain advanced levels of awareness.

If we are not careful to maintain situ-

at the controls" of their airplanes in emergency situations because they are very well prepared to handle virtually any problem that may arise. These same skills can be applied to threats that we may encounter in our everyday lives by being prepared in advance to look for and appropriately respond to security emergencies—and by learning to control our breathing, which in turn affects heart rate, blood pressure, and mental awareness.

An individual does not have to be a security expert to develop a security mindset. It only requires a general awareness of

Four Distinct Levels of Security Situational Awareness

1. Tuned out—Being oblivious to one's surroundings may be fine while watching TV in the family room but very dangerous when in an unfamiliar part of a city at night.

2. Relaxed awareness—A state of mind similar to that used by a professional pilot during normal cruise flight. The individual is constantly looking for potential problems and ready to act on them. This is the optimum mindset for the vast majority of one's waking hours.

3. Focused awareness—A pilot must elevate his or her focus during those phases of flight that require a sterile cockpit. Similarly, an individual's awareness and readiness to act should also increase based on the perception of potential threats to personal security.

4. High alert—When an airplane abruptly and unexpectedly leaves a desired state, a pilot's mental focus goes on high alert, and he or she will act immediately to counter whatever caused the undesired change. Similarly, a security-conscious individual confronted by a direct threat to his or her well-being will also go on high alert and take immediate action. 🔍

ational awareness and presence of mind while responding to escalating threatening circumstances, the body's natural physiological responses may overtake our capability for rational thought. In this undesirable state, we experience loss of fine motor skills and an inability to respond, in effect, being paralyzed by fear. Airline pilots are able to avoid "freezing

one's surroundings, being up-to-date on current events, and using good judgment to assess the potential for harm. 🔍

■ *Jim Andresakes serves as ALPA's security supervisor. Before joining ALPA in 2002, Andresakes had a 28-year law enforcement career, and then managed a legacy airline's corporate security department.*

EFFECTIVELY LOBBYING AIR CARGO INTERESTS:

Competing for Government Attention

By John Perkinson, Staff Writer

Air cargo can be an extremely lucrative business, and major players like FedEx Express and UPS spend small fortunes to influence government policies that oversee this sector of the airline industry. These organizations recognize that laws and regulations can determine profit margins and they wage major campaigns that include lobbying, advertising, grassroots organizing, and a host of other profile-raising tools to sway government support.

However, in the effort to increase investor profits, these political agendas can sometimes adversely affect employees, the industry, and even the economy. In these instances, ALPA counterbalances these threats by ensuring that air cargo members have a channel to voice their concerns to lawmakers and regulators who ultimately make these decisions.

"In the halls of government, air cargo companies promote self-serving policies, which makes perfect sense because these organizations are in business to make money," says Capt. Fred Eissler (FedEx Express), his pilot group's Legislative Affairs Committee chairman and an active lobbyist on Capitol Hill. "ALPA needs to always present the righteous argument for any of our issues while examining the larger effects of proposed laws and rule changes and the less obvious consequences that any changes may present."

A different animal

Lobbying for air cargo interests introduces a unique set of challenges, in part, because transporting freight does not have the same visibility or customer experience effect as carrying passengers. Air freight operations are conducted at remote airport locations or cargo-only airfields, and much of the operation takes place at night. A lengthy passenger flight delay can prompt a complaint letter from passengers to a CEO and second thoughts about booking future reservations on that airline, whereas a customer receiving a delivery may never know the delay occurred.

In addition, Capt. Dino Atsalis (Delta), chairman of his pilot group's Government Affairs Committee and an active ALPA pilot advocate on Capitol Hill, points out, "Members of Congress regularly fly to and from Washington, D.C., to get to their home districts, so maintaining safe, secure airline operations is in their best interest. Getting elected officials to act on air cargo matters is a whole different story."

Earlier this year, the news media even conceded its bias. Coverage of the accident and subsequent investigation of the Asiana Flight 214 accident in San Francisco



Learn More

To read ALPA's white paper on leveling the playing field, go to levelingtheplyingfield.alpa.org.

dwarfed the amount of attention devoted to the UPS Flight 1354 accident in Birmingham, Ala. Differences in these attention levels can affect the way government responds to legal and regulatory decisions.


ALPA currently confronts a host of air cargo safety and security priorities, as outlined in the Association's strategic plan, "One Level of Safety and Security" campaign, and various white papers. Priorities include fighting the exclusion of air cargo pilots from the FAR 117 fatigue rule, treating the shipment of lithium batteries as hazardous materials, thoroughly vetting persons with unescorted access to air

cargo facilities, and many other policies that passenger-carrying airlines already adhere to. All-cargo airlines attempt to avoid or deflect these practices because, despite the resulting safety and security improvements, they can lead to higher operating costs.

Getting the edge

To gain traction on its all-cargo initiatives, ALPA encourages its members to take part in Call to Action and District Advocate programs. However, the most important action is member participation in ALPA-PAC, the Association's political action committee.

"Between 2011 and 2012, essentially the last election cycle, ALPA raised nearly \$1.8 million through ALPA-PAC," says Zack Mooneyham, the ALPA-PAC coordinator in the Association's Government Affairs Department. "By comparison, FedEx raised \$3.2 million through contributions from its employees, and UPS raised \$4.3 million." Total airline expenses used to influence airline industry policy far exceeded these amounts, but this contrast in donation levels highlights why initiatives that on the surface seem logical and necessary continue to be debated on Capitol Hill.

ALPA-PAC is the Association's most effective resource for influencing airline industry policy in Washington, but the PAC can only be as effective as member participation makes it. Mooneyham notes that there are dozens of examples of ALPA competing and succeeding against entities that wielded greater resources. However, as he points out, "It just makes the lift that much heavier." Contributing to ALPA-PAC helps level the playing field. 

Get Involved

To learn more about the Association's air cargo priorities, visit www.alpa.org/issues. To contribute to ALPA-PAC, go to www.alpa.org/alpapak.



FREE ALPA IPHONE & ANDROID APPS

Download the ALPA Mobile smartphone app today for information all airline pilots need, including

- ALPA's jumpseat guide, with policies for more than 80 airlines
- Known Crewmember locations, complete with maps and times
- Aviation industry news

Membership has its privileges! Only ALPA members also get

- Union contacts and crew hotel information
- International Directory, with legal and contact information for pilots who fly abroad
- Worldwide Accident/Incident Hotline, including who to call and sample statements

Plus, coming soon—a real-time flight- and duty-time calculator app!
Stay tuned for more information.

A member service of Air Line Pilot.



Scan the code to
download the app
to your device



INFORMATION TECHN

ABOUT ITS

ALPA's Information Technology & Services Department provides quality technology-based services, in the most cost-effective and secure manner, to facilitate IT services—including application development, analysis, membership services, acquisition, maintenance, and training—to fulfill the needs of members, volunteers, and staff.

ALPA's IT Advisory Committee (ITAC) oversees the department. Together they meet on a semiannual basis to review Association IT projects, policies, and technical initiatives.

The department, as directed by ITAC, pursuant to Article X, Section 6 of ALPA's Constitution and By-Laws, is responsible for the planning, design, analysis, operation, and support of the Association's computer and data systems.



Got a problem? Call the ALPA Help Desk at 888-FLY-ALPA # HELP or send us an e-mail at HelpDesk@alpa.org.

IT Network Operations

- ▶ Multioffice-wide area network
- ▶ Infrastructure for VOIP, SharePoint, unified messaging, website
- ▶ Secure network: firewall, antivirus, and spam detection
- ▶ Disaster recovery
- ▶ Redundancy in multiple sites: Herndon, Memphis, Atlanta, and Chicago
- ▶ Servers for database, e-mail, SharePoint, and AMES
- ▶ 24/7 server monitoring
- ▶ Telecommunications and Membership call center operations
- ▶ Computer certification, repair, training, and services
- ▶ ALPA Help Desk

Purchasing

- ▶ Policy-based cost analysis and acquisition
- ▶ Cell phone ordering and reporting for ALPA volunteers
- ▶ ALPA standard computers preconfigured and ready for use for ALPA volunteers
- ▶ Acquisition and approval process streamlined and simplified for end user

Download the **ALPA Mobile** smartphone app today for information all airline pilots need, including

- ▶ ALPA's jumpseat guide, with policies for more than 80 airlines
- ▶ Known Crewmember locations, complete with maps and times
- ▶ Airline industry news



TECHNOLOGY & SERVICES

IT Applications

- ▶ Bill and accounts payable systems
- ▶ Expense reporting (expenses.alpa.org)
- ▶ Financial reporting and transactions
- ▶ Membership database and reporting at airo.alpa.org and airorep.alpa.org
- ▶ MY ALPA
- ▶ Creation and maintenance of ALPA, MEC, LEC, and committee websites
- ▶ Flight pay loss (FPL) application
- ▶ Strategic preparedness and communication systems (SPACS) application

Not getting ALPA mail?

Check your spam filter and add ALPA to your e-mail's safe sender list. Also take time to set up or review your ALPA e-mail preferences at www.alpa.org/memberaccount.

ITS FAST FACTS

ALPA OFFICERS AND STAFF RECEIVE A MONTHLY AVERAGE OF

300,000



E-MAILS

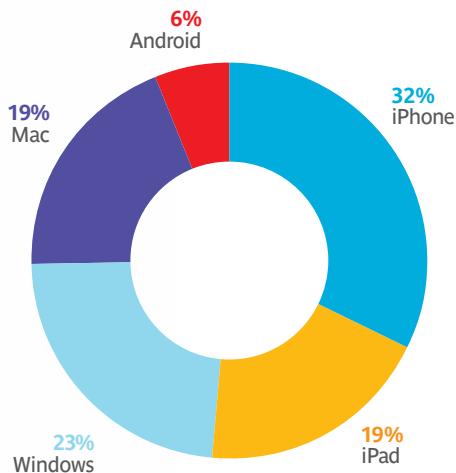
1 envelope represents 10,000 e-mails

130,000

NUMBER OF CONNECTIONS AVERAGED EACH MONTH AT WWW.ALPA.ORG

MORE THAN 190 MEC, LEC, AND COMMITTEE WEBSITES SUPPORTED BY ALPA

FASTREAD E-MAIL VIEWERS





RecentlyRetired

This list includes recently retired ALPA members and the airline for which they last flew. *Air Line Pilot* publishes this list quarterly, using information provided by ALPA's Membership and Council Services Department.

Fellow ALPA Members,
Every year we say good-bye to many proud airline pilots who retire from the ranks of airline flying—whether by choice or because of reaching the mandatory retirement age. They have honorably served the profession during some of our industry's most turbulent times. We would like to recognize their service in this department of *Air Line Pilot*.

Capt. Lee Moak
ALPA President

F/O Ken Binder
ALPA R&I Committee
Chairman



2011

Capt. J.R. Rick Harvey Comair October

2012

Capt. Ronald Favaloro Delta November

2013

Capt. Richard Cross Sun Country January
 Capt. Elton Hartzler AirTran January
 Capt. Michael Johnson Continental January
 Capt. Michael Jones Air Wisconsin January
 F/O Terry Estep United February
 Capt. Douglas Hartong United February
 Capt. Lee Levinson Evergreen February
 F/O Paul Weston Hawaiian February
 Capt. Walter Adams United March
 F/O David Antoon United March
 Capt. Robert Bonomo United March
 S/O Richard Champion FedEx March
 Capt. George Clements United March
 Capt. Richard Coburn Hawaiian March
 Capt. Douglas Grandall United March
 F/O Honi Garvin United March
 Capt. Roger Hammer Hawaiian March
 Capt. James Hubbard Atlantic Southeast March
 F/O Albert Johnston United March
 Capt. Leonard Kearl United March
 Capt. Leslie Kimmel Capt. Kevin Kramer FedEx March
 Capt. Joel Libbea United March
 Capt. Daryl Metzner United March
 Capt. Joseph Michna Atlantic Southeast March
 Capt. Robert Morgan United March
 Capt. Ramon Navarro United March
 Capt. John Nemcik Trans States March
 Capt. Terry Pfaff United March
 Capt. Roland Robison United March
 Capt. Leandro Salcedo United March
 Capt. Louis Scheideman Hawaiian March
 Capt. Robert Shockey United March
 Capt. John Taylor AirTran March
 Capt. John Thomas United March
 Capt. Fred Whitney FedEx March
 Capt. James Blow Continental April
 Capt. Willie Carpenter United April
 Capt. George Chapman Continental April

Capt. James Chatfield United April
 Capt. Klaus Diefenbach United April
 Capt. Albert Gallo North American April
 Capt. John Gravagna United April
 Capt. Michael Hill Continental April
 Capt. James Hodgson Continental April
 Capt. Peter Lagerman United April
 Capt. Hans Liebe United April
 Capt. Mike Nolan Jazz April
 Capt. Robert Noziglia FedEx April
 Capt. Robert Poirier Air Transat April
 Capt. Larry Pollard American Eagle April
 Capt. Lawrence Raymond Jazz April
 Capt. Robert Sheldon Alaska April
 F/O Vincent Shiban United April
 Capt. Mark Skoning United April
 Capt. Donald Waterman United April
 Capt. Manuel Balbontin Continental May
 Capt. Cary Cheston FedEx May
 Capt. Walter Clark United May
 Capt. Robert Cottle Delta May
 Capt. Carlyle Cox FedEx May
 Capt. Glenn Crow American Eagle May
 Capt. John Griffith FedEx May
 Capt. Emile Haddad Continental May
 Capt. Craig Johnston Continental May
 Capt. James Jones Hawaiian May
 Capt. Robert Jones Delta May
 Capt. Dene Karas PSA May
 Capt. John Kelly United May
 Capt. James Leonard Delta May
 Capt. Lynn Maulhardt Continental May
 Capt. Howard Maw FedEx May
 Capt. David Mills Delta May
 Capt. Elli Mizrahi United May
 Capt. Brian Morris Jazz May
 Capt. Richard Morrison Continental May
 Capt. Matthew Olmsted Continental May
 Capt. Michael Ross United May
 Capt. John Shockey United May
 Capt. Todd Stewart United May
 Capt. John Stirling Jazz May
 Capt. Francis Tabata Hawaiian May
 Capt. Joseph Tarnowski American Eagle May
 Capt. Emmett Venning Delta May
 Capt. Wayne Walusiak United May
 Capt. Charles Warner FedEx May
 Capt. Phillip Whitehead United May
 Capt. William Whitlow Delta May
 Capt. D. Witham Delta May
 Capt. Thomas Young Hawaiian May
 Capt. Lance Aikins United June
 F/O Robert Alley United June
 Capt. Phillip Anderson Delta June
 Capt. Willard Arscott United June
 Capt. James Michael Barksdale Continental June
 Capt. James Barnhart United June
 Capt. Richard Bentley United June
 Capt. David Bina United June
 Capt. Douglas Brewer Air Transport Int'l June
 Capt. Brian Campbell American Eagle June
 Capt. Ellis Chernoff FedEx June
 Capt. Justin Cole Delta June
 F/O John Craig United June
 Capt. Robert Davis Delta June
 Capt. Todd Dunkel Pinnacle June
 Capt. Stephen Filipas Delta June
 Capt. Charles Fisher Continental June
 Capt. John Frisch United June
 Capt. Orie Good United June
 Capt. George Graham American Eagle June
 Capt. Larry Green Continental June
 Capt. John Harris Mesa June
 Capt. John Hensworth Delta June
 Capt. E. Neil Hennigan United June
 Capt. David Higgins United June
 F/O Thomas Hill Jazz June
 Capt. Rufus Hutchinson United June
 F/O Donald Johns United June
 Capt. Michael Johnson Continental June

Capt. Lindsay Johnston United June
 Capt. Michael King Delta June
 Capt. James Kunc Delta June
 Capt. Kenneth Kwock United June
 Capt. Elester Latham United June
 Capt. Glenn Leimbach United June
 Capt. Gary Leverett Continental June
 Capt. Leigh Lewis FedEx June
 Capt. Donald Macaulay Alaska June
 Capt. Bruce Macdonald United June
 Capt. Arthur McClelland United June
 Capt. Andrew McDonough Delta June
 Capt. Charles Moran United June
 Capt. James Morral Continental June
 Capt. Stephen Ormsbee Piedmont June
 Capt. Michael Papenthien Delta June
 F/O Christopher Quinn Alaska June
 Capt. George Rayl Continental June
 Capt. Thomas Rayl United June
 Capt. Lenhart Saner United June
 Capt. Albert Shiely United June
 Capt. Raymond Sopko Alaska June
 Capt. David Sturgeon Delta June
 Capt. Michael Tobias United June
 Capt. Keith Tyree United June
 Capt. Robert Vantreesse Continental June
 Capt. Ray Waddell United June
 Capt. Arthur Wilcoxson Continental June
 Capt. Patricia Wood FedEx June
 Capt. Edwin Yost United June
 Capt. Emerson Allen Continental July
 Capt. John Ambrose Continental July
 Capt. Roger Anuskevicz United July
 Capt. Robert Arguin United July
 Capt. Jay Barmwell FedEx July
 Capt. Harry Beatty Delta July
 Capt. Gary Becker Alaska July
 F/O John Bell FedEx July
 F/O William Berman FedEx July
 Capt. Glen Blankenstein Delta July
 F/O Louis Braun FedEx July
 F/O Gregory Buchanan FedEx July
 Capt. Phillip Budenbender AirTran July
 Capt. James Burke Delta July
 Capt. Arthur Bush Jazz July
 Capt. Paul Campbell FedEx July
 F/O William Cantrell FedEx July
 Capt. Dean Carley United July
 F/O Carl Chamberlain FedEx July
 Capt. John Clingman Continental July
 Capt. James Cloud FedEx July
 Capt. Perry Cockreham United July
 Capt. Arthur Cole FedEx July
 Capt. Donald Combee Delta July
 Capt. John Cope United July
 F/O Thad Crooks FedEx July
 Capt. Paul Dame Continental July
 Capt. Robert Davies Alaska July
 Capt. Randall Dean FedEx July
 F/O Michael Di Bello Alaska July
 Capt. Neal Donohue FedEx July
 F/O Robert Duncan FedEx July
 Capt. William Elliott FedEx July
 Capt. Robert Ellis FedEx July
 Capt. Robert Engelman United July
 Capt. H. Ferrell Delta July
 Capt. Richard Farrell FedEx July
 F/O Harry Fiedler FedEx July
 F/O James Gordon United July
 Capt. Mark Gordon United July
 Capt. Curt Grayburn United July
 Capt. Lee Griffin FedEx July
 F/O Loren Haatvedt FedEx July
 F/O Robert Harshaw FedEx July
 F/O Larry Hastings FedEx July
 Capt. Jeffrey Heide United July
 F/O David Henrichsen FedEx July
 Capt. James Hinderhofer FedEx July
 Capt. William Irwin Continental July
 Capt. Charles James FedEx July
 Capt. Eric Johnson Delta July

Capt. Henry Jones FedEx July
 F/O Robert Jones FedEx July
 Capt. Carl Kretzer FedEx July
 Capt. John Lamontagne Continental July
 Capt. William Langel AirTran July
 Capt. Daniel Leo Toulouse United July
 Capt. Bruce Lovell Alaska July
 F/O George Lundy FedEx July
 Capt. Enrique Magrina American Eagle July
 Capt. Dayton Maltby Alaska July
 Capt. Richard Masters FedEx July
 Capt. Thomas McKeown FedEx July
 Capt. John McLaughlin FedEx July
 Capt. Lanny Miller FedEx July
 F/O James Monbeck FedEx July
 Capt. Philip Moore United July
 Capt. Thomas Mortland Continental July
 Capt. Denise Mowat Delta July
 Capt. Jay Muffett Delta July
 Capt. Gary Nowak Alaska July
 F/O Kipper Odom Delta July
 Capt. Claude Perret Continental July
 F/O James Petersen Delta July
 Capt. Robert Raymond Continental July
 Capt. Keith Reeves Delta July
 Capt. William Richardson FedEx July
 Capt. Michael Riehl FedEx July
 F/O Rick Rivers FedEx July
 Capt. Stanley Robinson United July
 Capt. Richard Rowe FedEx July
 Capt. Edward Scanlon FedEx July
 Capt. Jane Schuring Continental July
 Capt. Terry Shipman United July
 Capt. William Shuman Continental July
 F/O Edward Simmons FedEx July
 Capt. Bruce Smith FedEx July
 F/O Ken Smith FedEx July
 Capt. Tom Smithhart FedEx July
 F/O Gerry Sternal FedEx July
 F/O Terry Stout Delta July
 Capt. S. Swah FedEx July
 Capt. Henry Taylor FedEx July
 Capt. Larry Tubor FedEx July
 F/O Randall Ufer United July
 Capt. David Vecchi Delta July
 F/O Thomas Vogt FedEx July
 Capt. Lionel Ward FedEx July
 Capt. Rhynia Weaver United July
 Capt. Thomas Werry Alaska July
 F/O Greg Woodbridge FedEx July
 Capt. Don Wyllie FedEx July
 Capt. Stanley Zalenski American Eagle July
 Capt. Don Bickham American Eagle August
 Capt. John Broekhuizen Delta August
 Capt. Paul Fiester American Eagle August
 Capt. Joseph Hyde Endeavor Air August
 Capt. James Kyser Delta August
 Capt. Barry Rainey Alaska August
 Capt. Russell Rathbone Alaska August
 Capt. Jay Tolar Delta August
 F/O Dennis Vance Delta August
 Capt. Lawrence Vogel Alaska August

Solution to this month's ALPA sudoku on page 38

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

The Landing

BOEING PHOTO

10 TOP

CARGO AIRPORTS

Air cargo is a mammoth economic engine, delivering goods worth in excess of \$6.4 trillion globally on an annual basis, according to the International Air Transport Association. Air cargo's centers of commerce are its airports, beehives of activity that send and receive deliveries with remarkable speed and efficiency. This month's "The Landing" examines the world's top 10 air cargo airports by volume shipped in 2012. To help better understand the vast sums these facilities move, we've compared their totals to local landmarks and icons. 🌐

1

HKG Hong Kong Int'l shipped 4,066,738 metric tons of freight. That's the weight of more than **18,000** Tian Tan Buddha statues.



2

MEM Memphis Int'l air cargo planes transported 4,015,997 metric tons of freight. That's equivalent to about **1.8 million** 1955 pink Elvis Cadillacs.



3

PVG Shanghai Pudong Int'l moved 2,939,157 metric tons of cargo. That's the weight of **27** Oriental Pearl Towers.



4

ANC Ted Stevens Anchorage Int'l air cargo planes hauled 2,463,696 metric tons of freight. That's the weight of approximately **68,000** Humpback whales.



5

ICN Incheon Int'l air freighters planes carried 2,456,724 metric tons of freight. That's the weight of **181** Seoul "Namsan" Towers.



6

DXB Dubai Int'l air cargo planes transported 2,279,624 metric tons. That's comparable in weight to **201** Burj Khalifa buildings.



7

SDF Louisville Int'l air freighters moved 2,168,365 metric tons of cargo. That's comparable in weight to more than **72,000** Louisville Sluggers.



8

CDG Paris Charles de Gaulle Int'l air cargo planes hauled 2,150,950 metric tons of freight. That's the weight of **213** Eiffel Towers.



9

FRA Frankfurt am Main Int'l air freighters carried 2,066,300 metric tons of freight. That's the weight of **4** Westhafen Towers.



10

NRT Tokyo Narita Int'l air cargo planes transported 2,006,173 metric tons. That's comparable in weight to more than **12,000** Asakusa Kannon Temples.



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.

<p>F/O William Hanna Air Wisconsin, CommutAir, ExpressJet, Hawaiian, Island Air, Trans States</p> 	<p>Capt. Dan Adamus Air Transat, Bearskin, Calm Air, Canadian North, CanJet, First Air, Jazz Aviation, Kelowna Flightcraft, Wasaya</p> 	<p>Capt. Joe DePete FedEx Express</p> 	<p>F/O Todd Ortscheid AirTran, Air Transport International, North American, PSA</p> 	<p>F/O Scott Smetana Delta</p> 	<p>Capt. Larry Beck Continental</p> 	<p>F/O Michael Hamilton United</p> <p>Capt. Thomas Maxwell American Eagle, Atlantic Southeast, Compass, Mesa Air Group, Sun Country</p> 	<p>Capt. Mark Nagel Alaska, Endeavor Air, Evergreen, Piedmont, Spirit</p> 	<p>Capt. Tim Canoll Executive Administrator</p> 
---	--	---	---	--	--	--	---	---



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 36.

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

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

Have You Moved?

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

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

Name _____

Member # _____

Airline _____

New address _____

Apt. _____ City _____

State _____ Zip _____

ALPA Information Numbers

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

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

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

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

ALPA Main Number 703-689-2270

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

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

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

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

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

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

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

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

Election dates LEC/MEC 703-689-4212

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Membership Services

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

Listed below are the telephone numbers of MEC offices.

AirTran – ATN MEC 404-763-5165

Air Transat – TSC MEC 1-888-337-2033

Air Transport International – ATI MEC
505-263-8838

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

Alaska – ALA MEC 206-241-3138

American Eagle – EGL MEC 817-685-7474

Atlantic Southeast – ASA MEC
404-209-8566

Bearskin – BRS MEC 807-628-5683

Calm Air – CMA MEC 204-471-1000

Canadian North – CNP MEC 780-718-6012

CanJet – CJA MEC 1-800-959-1751

***Comair** – CMR MEC 703-481-5560

CommutAir – CMT MEC 440-985-8579

Compass – CPZ MEC 952-853-2373

Continental – CAL MEC 281-987-3636

Delta – DAL MEC 404-763-4925

Endeavor Air – PCL MEC 952-854-4484

Evergreen – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

FedEx Express – FDX MEC 901-752-8749

First Air – FAB MEC 1-877-459-3272

Freedom – MAG MEC 602-306-1116

Hawaiian – HAL MEC 808-836-2572

Island Air – AIS MEC 808-838-0188

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

Kelowna Flightcraft – KFC MEC
250-878-7950

Mesa – MAG MEC 602-306-1116

North American – NAA MEC 505-975-1126

Piedmont – PDT MEC 339-987-1277

PSA – PSA MEC 616-405-3962

Spirit – SPA MEC 765-481-9033

Sun Country – SCA MEC 952-853-2393

Trans States – TSA MEC 610-805-5387

United – UAL MEC 847-292-1700

Wasaya – WSG MEC 807-624-7270

*Pilot group in custodianship

Air Line Pilot

Director of Communications
Marie Schwartz

Editor Sharon B. Vereb

Technical Editor Jan W. Steenblik

Associate Managing Editor Susan Fager

Design and Production Editor William A. Ford

Staff Writer John Perkinson

Senior Advocacy Writer Linda Shotwell

Special Projects Molly Martin

Motion Graphics Specialist Eric Davis

ePublishing Editor Jessica Ferry

Contributing Graphic Artists
Kim Agnew, Kelly Barrett, Mary Ann Walsh

Web Coordinators Cicely Jenkins,
Chris Weaver

Air Line Pilot is not responsible for unsolicited manuscripts, photographs, or other materials. Unsolicited materials will be returned only if submitted with a self-addressed, stamped envelope. Opinions expressed by authors do not necessarily represent official ALPA position or policy.

Subscriptions: Subscription rate for pilot members, \$27.50, included in ALPA membership dues; for students, \$41; for U.S. nonmembers, \$55; for foreign, \$71.50. Residents of the state of Washington must add 8.8 percent sales tax. To subscribe online go to www.alpa.org/ subscriptions or call 703-481-4460.

To report address changes, call 703-689-4311.

Address Changes for Members Only: E-mail to Membership@alpa.org.

Air Line Pilot is printed in the United States and published for professional airline pilots in the United States and Canada who are members of the Air Line Pilots Association, International.

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

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

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

Other Organizations

ALPA Aeromedical Office 303-341-4435

ALPA Federal Credit Union 1-800-747-2349

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.

2013 EBCB Schedule

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

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



Take care of *your*
ground crew.

ALPA MEMBER INSURANCE

Offering unique products designed by pilots for pilots to our members for more than 50 years.

Life Insurance

- 10- and 20-Year Level Term
- Group Term

Accidental Death & Dismemberment Insurance

Disability Insurance

- Short-Term
- Loss of License
- Loss of License-Plus
- Loss of License Lump Sum



Make sure ALPA insurance is part of your flight plan.
Call us today at 800-746-2572 or visit us on the web at
<http://memberinsurance.alpa.org>.

AIR LINE PILOTS ASSOCIATION, INT'L
A member service of Air Line Pilot.