

Air Line Pilot

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

Advancing ALPA's Goals

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Executive Board
Recommends
Dues Rate
Reduction

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A photograph of two men sitting at a table in a meeting room, looking at documents. The man on the left is wearing a light blue shirt and glasses, and the man on the right is wearing a dark suit. A blue text box is overlaid on the left side of the image.

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ABOUT THE COVER

Photo taken of a FedEx Express MD-11 during sunset at Auckland Airport. Photo by Capt. Scott Schwartz (FedEx Express). Download a QR reader to your smartphone, scan the code, and read the magazine.

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“Millions of Americans who fly, and the many more who live under the flight paths of cargo airliners, are threatened by the effects of fatigue...”

—Jim Hall, former NTSB chairman

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HOT TOPICS



Charting the Association's course.

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ALPA video goes viral! Check it out.

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JetBlue pilot works to honor victims of a 1988 accident.

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Test your skills in this issue's Double Take.

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Taking Off Pulling for ALPA

On September 20, dozens of ALPA staff members joined President Lee Moak at Dulles International Airport to take part in and support a “plane pull” competition to raise money for the Virginia Special Olympics. One of our staff members took the lead in organizing the team, and there was an overwhelming response to participate and raise money for the worthwhile charity.

As the “Pull for ALPA” team lined up to pull the 164,000-pound FedEx Express B-757, I was struck by the fact that the plane pull is symbolic for ALPA as a whole. To be successful in pulling the jumbo jet 12 feet, which is much farther than it sounds due to the plane’s incredible weight, our 25 team members had to pull in the same direction with all their might—in lockstep with their teammates.

Lined up from tallest to shortest, a tactic to ensure best rope height to allow for maximum leverage for each puller, the team used as much strategy as a rope pull would allow to complement its brute strength and pulled the B-757 in a very respectable 7.7 seconds.

ALPA is very similar to our plane pull team. We are at our best when we are pulling in the same direction, supplementing our hard work with strategic planning and smart, tactical moves.

Our success to date regarding Norwegian Air International (NAI) (page 7), while not yet final, has been a result of ALPA’s team effort. Our legal team led the way with superb legal briefs. Our government affairs team put together an impressive bipartisan

coalition on the Hill to oppose NAI. Our engineering and air safety team highlighted the safety concerns associated with the flag-of-convenience model. And

our communications team raised the profile of the problem with a paid and earned news media strategy that helped to expose NAI and enhance ALPA’s reputation. Other ALPA departments pitched in, too, and our elected pilot leaders and volunteer pilots who helped the effort on the Hill and with the news media really pulled everything together.

During the fall Executive Board meeting and the fee-for-departure (FFD) meeting, both held the same week in our Herndon, Va., office building, our team pulled together to provide

incredible support for the more than 100 pilots in the building. The FFD group unveiled our pilot pay shortage whiteboard video, which was produced by our communications specialists with input from our engineering, government affairs, representation, legal, and economic teams—and many of our regional pilot leaders. Pulling in the same direction to ensure that we expose the pilot pay shortage, the video went viral in a matter of minutes, reaching hundreds of thousands on the web and, importantly, on Capitol and Parliament Hills.

Denying NAI, the successful Executive Board, the pilot pay shortage whiteboard educational video: all September actions at ALPA that highlighted our true team effort.

Similarly, in October, the team will pull together for the Association’s Board of Directors meeting, where elected pilot leaders will analyze and reassess the union’s priorities. We will adapt and continue to pull together to negotiate contracts with better pay and benefits and defeat threats to your career. 🚀



We are at our best when we are pulling in the same direction, supplementing our hard work with strategic planning and smart, tactical moves.

Lori Garver

General Manager

Lori.Garver@alpa.org

Patience as Proven Strategy

It can be all too easy to lose sight of the fact that patience is decisive strategic action. Consider the energy we invest in reacting to things—especially at a time when technology not only invites but often compels us to immediately voice or vent. It's tempting to rush to act. But many, including *Harvard Magazine*, suggest that while once a term associated with forbearance, "patience" has today become just the opposite. Patience is power.

At ALPA, we have reaped the results of aggressively exercising patience—it's among the strategies that will truly make our union stronger moving forward. In fact, we recently witnessed the immense power of patience in ALPA's work to make certain that U.S. airlines can count on a level playing field when doing business internationally. Our union served both as architect and agent of a meticulous legal, government affairs, safety, and public relations strategy to shed light on the existential threat that Norwegian Air International's (NAI) flag-of-convenience business plan poses to the U.S. airline industry and its workers.

While the job is not done, the Department of Transportation's decision to dismiss NAI's temporary foreign air carrier authorization is a major step toward safeguarding our industry's ability to compete around the globe. This is a win, but it's not yet a victory, so we see the product of patience.

When it comes to making certain the U.S. Export-Import Bank's financing decisions help all U.S. workers compete globally, ALPA continues its aggressive drumbeat for reform. The continuing resolution passed by Congress and signed by the president includes extending operations for the U.S. Export-Import Bank through June 2015. These next months provide time and opportunity to develop targeted, meaningful reform. In terms of the bank's financing of widebody aircraft that state-owned, state-supported, and creditworthy foreign airlines use to compete unfairly against U.S. airlines, reform cannot come quickly enough.

ALPA is equally steadfast in our commitment to exposing the bogus "pilot shortage" for what it actually is—a pilot pay shortage. Our union has dramatically changed the narrative in Washington, D.C., and across the country by aggressively communicating the facts. We recently released a new no-frills, real-numbers video that virtually turned heads and went viral with more than 100,000 views. This enormous response is one illustration of the futility of attempts by some airline managements to use a fabricated shortage as an excuse to cut service and, worse, to call for rolling back the pilot qualification safety regulations they themselves helped develop.

Patience also pays off in cultivating the relationships our union has forged with regulators and lawmakers in Washington, D.C., and Ottawa. One example is the U.S. Executive Branch and Department of Homeland Security's acknowledgement of a security threat highlighted by our union and the resulting decision to uphold the current ban on allowing Libyan nationals to come to the United States for flight training. Thanks in part to ALPA's outreach on the Hill, the U.S. House also weighed in

with strong support for maintaining the 30-year-old prohibition. This message and momentum was instrumental in our fight to keep in place the current policy.

In this example and so many others, ALPA-PAC is integral to our success on Capitol Hill. A few weeks ago, the ExpressJet Master Executive Council (MEC) joined Alaska, Compass, Delta, Hawaiian, Mesa, and United in reaching 100 percent PAC participation among their elected pilot leaders. We challenge all ALPA MECs to achieve full PAC participation.

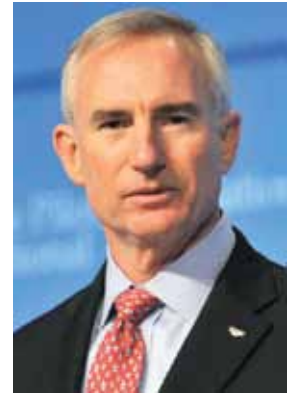
Similarly, ALPA again exhibited our determination to press for all airline pilots to be equally protected from fatigue during the NTSB's sunshine meeting regarding the UPS Flight 1354 accident. We join the UPS pilots in feeling the sting of the tragic loss of the two pilots involved and are resolved to do everything possible to prevent a similar accident from happening again.

Our union also achieved a positive gain in combatting pilot fatigue in Canada, where Transport Canada took policy action to put a clear priority on modernizing pilot flight- and duty-time rules, which are long overdue for ALPA's Canadian members.

One of many ALPA initiatives that typify the constancy of support that the union provides its members is the Human Intervention Motivation Study (HIMS) program. In early September, ALPA held its annual three-day HIMS Basic Education Seminar, which attracted more than 300 airline, medical, and regulatory professional and volunteer attendees.

And at our biennial Board of Directors meeting, which will take place in October, ALPA's highest governing body will examine our union's current strategic plan (see page 21) and establish the priorities that will direct ALPA's course over the next two years.

Aggressive patience will continue to play its proven role as our union becomes stronger moving forward. 🚀



Aggressive patience will continue to play its proven role as our union becomes stronger moving forward.

Capt. Lee Moak, ALPA President

Preflight

Airline Industry News

Domestic News

► **Honoring the fallen heroes of 9/11, leaders of the House and Senate presented the Congressional Gold Medal to each of the 9/11 memorial sites—the World Trade Center in New York City, the Pentagon in Washington, D.C., and a field in Shanksville, Pa.—to mark the 13th anniversary of the terrorist attacks.**



“That day was made up of many sacrifices, from which emerged one spirit—a unity embodied in the medal we entrust today to each memorial,” said House Speaker John Boehner (R-Ohio).

► **Major U.S. airlines reported \$3.8 billion in net profit for the first half of the year, up from the \$1.6 billion they reported during the same period last year, according to Airlines for America (A4A). A 6 percent increase in operating revenues drove the year-over-year improvement, said A4A. The group said the collective net profit reported by nine publicly traded airlines—Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Southwest, Spirit, and United—translated to a**

net margin of 5 percent, or 5 cents on every dollar of revenue. The carriers’ net margin during the same period of 2013 was 2.1 percent.

► **USA Today reported that United Airlines has taken delivery of its first B-787-9 Dreamliner and will be the first airline in North America operating both the B-787-8 and the B-787-9.**

Due to the B-787-9’s extended range, United is launching its Los Angeles, Calif., to Melbourne, Australia, service on October 26 with the new airplane. It will be the longest Dreamliner route in the world to date, according to United.

► The U.S. Bureau of Transportation Statistics reported that **the nation’s largest airlines posted an on-time arrival rate of 75.6 percent in July, up from both the 73.1 percent on-time rate in July 2013 and the 71.8 percent mark in June 2014.** In addition, the reporting airlines canceled 1.6 percent of their scheduled domestic flights in July, down from both the 1.7 percent cancellation rate posted in July 2013 and the 2.0 percent rate in June 2014.

► The Department of Homeland Security recently announced that **the Transportation Security Administration’s PreCheck program, which began in December 2013, has now enrolled more than half a million travelers.** Additionally, U.S. Customs and Border Protection has



enrolled more than three million users in its Global Entry, NEXUS, and SENTRI trusted traveler programs. The department also reported that wait times at airport security checkpoints have dropped significantly because almost 50 percent of passengers now receive expedited security screening through the agency’s PreCheck program.

► According to *AAAE Security SmartBrief*, **JetBlue is strengthening its presence in Orlando, Fla., with a \$40 million investment in its training facility, which hosts company employees from around the country.** JetBlue operates a 400-person call center at the facility and is near completion of a 200-room lodge on the site. “This is not just supporting Orlando operations. It’s supporting the entire company,” said Richard Smyth, JetBlue’s vice president of redevelopment.

► **A total of 37 goats, sheep, llamas, and burros are in residence at Chicago’s O’Hare International Airport grazing on poison ivy, noxious weeds, and other unwanted vegetation along creeks, streams, and**

roadway right-of-ways on airport property, reported *USA Today*. Up to 120 acres of O’Hare land difficult to maintain with traditional landscaping equipment has been set aside for the animals, which will stay at O’Hare until the weather gets too cold for them to access vegetation. All areas where the animals graze are far away from the airfield or separated from it by security fencing.

International News

► **On September 9, the Dutch Safety Board issued its preliminary report into the downing of Malaysia Airlines Flight MH17 in eastern Ukraine. The airplane crashed after being hit by “a large number of high-energy objects,”** the Dutch Safety Board said in findings consistent with assertions that a missile destroyed the airplane.





Artist's rendering of the \$32 billion expansion of Dubai's Al Maktoum International Airport.

FrontLines

The B-777 broke up in the air, most likely as a result of structural damage after being penetrated from the outside, the Hague-based authority said in the first official report about the July 17 tragedy that killed 298 people.

► Reuters reported that **European safety regulators have called for better information sharing regarding threats to aviation** in the wake of the downing of Malaysia Airlines Flight MH17 over Ukraine in July. "We are proposing to set up a European alert system to process information about conflict zones and make recommendations to airlines," said Patrick Ky, executive director of the European Aviation Safety Agency.

► Per *Gulf Business*, **Dubai will spend \$32 billion on expanding Al Maktoum International Airport.**

Dubai's ruler, Sheikh Mohammed bin Rashid al-Maktoum, has approved plans to enlarge Al Maktoum so that it can eventually accommodate more than 200 million passengers. The expansion is expected to be the biggest airport project in the world and would take place in two phases over six to eight years, with the entire development covering 22 square miles.

► **Airlines are on alert as Bárðarbunga, one of Iceland's biggest volcanoes, rumbles to life, threatening**



Photo: Getty Images

ash clouds that could force flight cancellations across the North Atlantic, the busiest international travel market, reported Bloomberg. Seismic activity has been increasing around the volcano since mid-August.

► **Ryanair announced it has taken delivery of the first of 180 on-order B-737-800s, with the airline taking delivery of 20 more -800s by July 2015,** according to CAPA-Centre for Aviation. "These new Boeing aircraft enable Ryanair to keep the fleet average age below five years. We will have 21 more aircraft for summer 2015, which will allow Ryanair to offer more new routes and increased frequencies to more customers than ever before," said Ryanair CEO Michael O'Leary. The airline will complete delivery of the -800s in 2019. ●

► **ALPA Pilots Commend DOT's Denial of NAI Scheme** "The U.S. Department of Transportation [DOT] took an important stand for fair competition today by denying Norwegian Air International's [NAI] request for temporary authorization to fly to and from the United States," said Capt. Lee Moak, ALPA's president, on September 2.

NAI has applied for both a foreign air carrier permit and an exemption, which a carrier may apply for to cover the time during which its permit application is pending. The DOT announced on September 2 that it had denied NAI's exemption request.

"While today's decision is extremely significant, the DOT's work is not yet complete in making certain that NAI is not permitted to exploit international aviation policy and

TheSidebar

At the beginning of a recent yoga class, the instructor recited an inspirational quote by author Art Williams: "I am not telling you it is going to be easy—I am telling you it is going to be worth it." As promised, the 90-minute class was particularly challenging. And at the end, I left exhausted, refreshed, and proud of the work I had accomplished.

This is true of the work we do at the Air Line Pilots Association, International. It certainly is not easy being the voice of the airline pilot, but it is unquestionably worth it.

In an era of constant communication and interconnectivity, we have adapted, and continue to evolve, into a union that can proactively win a

messaging battle of topics we wish to push. Simultaneously, it is also necessary that we react to the world around us as events unfold. Through the use of social media channels like Facebook, Twitter, and Instagram, we are able to keep our members, and the world, connected and informed in real time with our union's priorities. Our soon-to-be launched new website will help us drive our message further, creating a clearinghouse for our pilots and the general public for information on the airline piloting profession. And there is, of course, still a place for this magazine.

As editor in chief, one of my jobs is to ensure that the magazine remains topical, substantive, and interesting. This month

we feature the union's strategic planning effort—and while perhaps not an exciting topic on its face, it is of great importance to our collective future. This plan will help shape where we are in 1, 5, and 10 years and beyond. And although it is not easy, it is critical, and therefore well worth the effort. I encourage you to take the time to read the article on page 21 about our 2014 Board of Directors strategic planning process—and how your input could help shape the future of your union and your profession.



Namaste,
Sharon B. Vereb
Editor in Chief

■ FrontLines (continued)

law to gain an unfair economic advantage over U.S. airlines,” Moak continued. “The DOT must take the next step and deny NAI’s application for a foreign air carrier permit to serve U.S. markets.”

NAI has established itself as an Irish airline in order to avoid Norway’s employment laws and to be able to “rent” its pilots through a Singapore employment company. The pilots, who the company says are based in Thailand, work under individual employment contracts that contain compensation and benefits substantially below that of the Norway-based pilots who fly for NAI’s parent company. NAI has applied to the U.S. DOT for a foreign air carrier permit that would allow it to compete directly with U.S. airlines on long-haul international routes.

NAI’s business plan has prompted an outpouring of bipartisan concern from more than 140 members of Congress. In a letter to the U.S. Department of Transportation secretary, 40 U.S. senators expressed concern, and more than 100 members of the U.S. House of Representatives have also stated concern or outright opposition to NAI’s plan.

A broad coalition of U.S. and European airlines, labor organizations, and trade associations joined ALPA in adamantly opposing the NAI application. North American and European labor groups have also expressed opposition, including the AFL-CIO Transportation Trades Department, the International Association of Machinists

■ #DenyNAI

While ALPA is pleased that the Department of Transportation has dismissed Norwegian Air International’s (NAI) application for a temporary foreign air carrier operating permit, this only puts



& Aerospace Workers, the Transport Workers

Union, the Association of Flight Attendants-CWA, the European Cockpit Association, the International Transport Workers’ Federation, and PARAT. The Association for European Airlines stated that serious questions regarding the NAI application need to be answered.

In addition, the Air Crew Working Group of the Sectoral Dialogue Committee, which is recognized by the European Commission as the joint labor-management body that addresses labor issues in the airline sector in the EU, has submitted comments to the DOT opposing NAI. Capt. Duane Woerth, the former U.S. Ambassador to the International Civil Aviation Organization and a former ALPA president, has also called for its rejection.

“Today’s decision puts the Norwegian Air International scheme on hold, but it doesn’t end the threat it poses to fair competition and U.S. aviation jobs,” said Moak. “The DOT must heed the call made from so many in Congress from both sides of the aisle, labor groups on both sides of the Atlantic, and the European Commission’s own labor-management organization and

NAI’s scheme on hold. The Association must continue its fight to ensure that this scheme is put to rest entirely. Send a message to your senator by scanning the QR code or by going to www.alpa.org/issues and participating in ALPA’s Call to Action. ●

deny NAI’s application for a U.S. foreign air carrier permit.”

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

■ Moak Talks Tax Reform at A4A Conference

On September 16, Capt. Lee Moak, ALPA’s president, joined industry regulators and stakeholders at Airlines for America’s (A4A) Future of Flight Aviation Policy Summit, presented by *The Hill* in Washington, D.C. Moak was a speaker on the conference’s morning panel, Aviation Regulation & Taxes, along with Steve Morrissey, United Airlines vice president

of regulatory and policy affairs, and Kenneth Button, a government and international affairs professor at George Mason University.

Moak spoke about the need for airline industry tax relief and reform to give U.S. airlines a fair chance to compete in the global marketplace, stating that “[airline] stakeholders need to be very clear on what we need and bring that to Congress.”

Other topics discussed at the conference included FAA reauthorization; air traffic control reform; challenges, opportunities, and innovation in the U.S. airline industry; and cargo operations.

■ Take a Look! ALPA’s Pilot Pay Shortage Video Goes Viral

On September 9, ALPA released a new no-frills, real-numbers video that clearly shows that there isn’t a pilot shortage, but there is a pilot *pay* shortage. As this issue goes to press, the



Legislative Update

■ ALPA: Continuing Resolution Provides Time to Discuss Ex-Im Bank Financing Reform

“In passing today’s continuing resolution that includes extending operations for the U.S. Export-Import Bank through June 2015, the U.S. House of Representatives has set the stage for final action, which will then provide ample time to work through critical issues and develop targeted, meaningful reform,” commented Capt. Lee Moak, ALPA’s president, on September 17.

“We hope this additional time will allow members of Congress the opportunity to find common ground in a manner that both improves the bank’s business practices and protects all U.S. jobs.

“We continue to support meaningful, targeted, and moderate reforms specifically addressing the bank’s financing of widebody aircraft,” Moak said. ●



video has been viewed more than 100,000 times on various social media sites.

Airline managements and stakeholders argue what may seem like valid claims to the average passenger. They talk about canceled routes and fewer flight options, and cite a “pilot shortage.”

But ALPA has shown time and again that once pilots are paid commensurately for their training, expertise, judgment, skill, and experience, more qualified pilots will step forward, and the pipeline for future airline pilots could grow.



ALPA has exposed this issue for what it really is, and is offering a solution to help the North American airline industry address the pilot *pay* shortage.

Scan the QR code to watch the video and learn more about the pilot *pay* shortage.

■ NTSB’s Sunshine Meeting Affirms Need to Safeguard All Airline Pilots from Fatigue

The NTSB’s September 9 sunshine meeting to discuss the investigation of the UPS Flight 1354 accident that resulted in the death of two

pilots reinforces ALPA’s call to bring all-cargo pilots under the same pilot fatigue regulations that currently cover pilots who fly passengers.

“We offer our sincerest condolences to the families, friends, and fellow UPS pilots of Capt. Beal and First Officer Fanning,” said Capt. Lee Moak, ALPA’s president. “This tragedy is personal for us, and the loss of this crew is shared by all ALPA members along with the UPS pilots represented by the Independent Pilots Association.

“Fully safeguarding all pilots from fatigue is critical to preventing a similar accident from happening again in the future,” continued Moak. “Applying modern, science-based pilot fatigue rules to all airline pilots, regardless of whether they fly cargo or passengers, will enhance safety across air transportation.”

The FAA recently implemented science-based flight- and duty-time limits and minimum rest requirements

for passenger pilots, but the rules do not apply to all-cargo pilots. ALPA was fully engaged in the FAA’s Aviation Rulemaking Committee regarding pilot fatigue and has long maintained that the new rules must apply to all airline pilots.

“Pilots who fly for all-cargo airlines operate in the same national airspace, use the same airports and equipment, and fly the same arrivals and approaches over the same terrain and cities as pilots who fly passengers,” said Capt. Don Wykoff (Delta), chairman of ALPA’s Flight- and Duty-Time Committee. “Science clearly shows that pilots don’t experience fatigue differently based on whether passengers or cargo are riding behind them in their airplane.” This same thought was stated clearly during discussion by NTSB members with regard to this accident.

ALPA is a strong pro- ▶▶

MarketWatch

Airlines	Parent Company	Stock Symbol	8/30/13	8/29/14	% Chg.
AirTran	Southwest Airlines ¹	NYSE: LUV	\$12.74	\$32.01	151.3% ▲
Envoy Air, Piedmont, PSA	American Airlines Group, Inc. ²	NASDAQ: AAL	\$19.73	\$39.58	100.6% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$31.17	\$70.39	125.8% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$7.00	\$15.60	122.9% ▲
Delta, Endeavor Air	Delta Air Lines ³	NYSE: DAL	\$19.73	\$39.58	100.6% ▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$6.15	\$12.23	98.9% ▲
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$2.50	\$4.64	85.6% ▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$28.46	\$47.61	67.3% ▲
Alaska	Alaska Air Group, Inc. ⁴	NYSE: ALK	\$28.00	\$46.34	65.5% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$107.21	\$147.88	37.9% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$6.41	\$8.17	27.5% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.25	\$8.92	8.1% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$24.23	\$19.67	-18.8% ▼
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$12.89	\$8.97	-30.4% ▼

¹ Southwest announced a \$0.06 dividend on Aug. 19, 2014.

² US Airways and American completed their merger on Dec. 9, 2013. The price shown above for Aug. 29, 2014, is the stock price of the new company, traded as “AAL” on the NASDAQ. The price shown for Aug. 30, 2013, is the price of the old US Airways stock, which was traded on the NYSE as “LCC.” That stock ceased trading on Dec. 6, 2013. Under the terms of the merger agreement, US Airways stockholders received one share of common stock of the combined airline for each share of US Airways common stock then held.

³ Delta announced a \$0.09 dividend on Aug. 6, 2014.

⁴ Alaska announced a \$0.125 dividend on Aug. 15, 2014.

■ FrontLines *(continued)*

ponent of the Safe Skies Act of 2013 to eliminate the cargo carveout. "Our union will not relent in its efforts to ensure these federal pilot fatigue rules safeguard every professional pilot against fatigue," concluded Moak.

■ ALPA Lauds Executive Branch, U.S. House for Upholding Libyan Restrictions On Flight Training

"The Air Line Pilots Association, International commends the Executive Branch and the Department of Homeland Security for recognizing the security threat and upholding the ban on allowing Libyan nationals to come to the United States for flight training. We also express our gratitude to the U.S. House for its strong support for maintaining the 30-year-old prohibition," commented Capt. Lee Moak, ALPA's president, on September 18.

"Our union appreciates the backing of the restrictions by Rep. Trey Gowdy (R-S.C.), House Immigration and Border Security Subcommittee chairman; Rep. Bob Goodlatte (R-Va.), Judiciary Committee chairman; and

Rep. Jason Chaffetz (R-Utah), Oversight and Government Reform National Security Subcommittee chairman, who introduced the Protecting the Homeland Act (H.R. 5401) to block any policy change.

"As ALPA made clear in letters to both the Department of Homeland Security and Congress earlier this year, given the political instability in Libya, we strongly oppose lifting the current prohibition. Anyone desiring to come to the United States for flight training must pass a thorough background check to ensure that they do not pose a security threat, which is not possible for Libyan nationals in today's environment," said Moak.

■ Successful First Test Of International Offline Jumpseating

On September 6, the first test of an initiative to permit offline jumpseating on international flights was conducted on a B-747 operating from San Francisco (SFO) to Hong Kong (HKG) when an Alaska Airlines crewmember occupied a United Airlines flight deck jumpseat. This event would



Left to right: Capt. Dennis Beachler (United) and F/O Gary Lum (United) ride with F/O Bradley Beachler (Alaska) in the jumpseat.

not have occurred without the efforts of ALPA's Jumpseat Council, an element of the Air Safety Organization's Security Committee. The test came to fruition as a result of numerous meetings and discussions among ALPA representatives, Master Executive Council and airline leaders, and representatives from the Transportation Security Administration, U.S. Customs and Border Protection, and the FAA over several years.

United Airlines ground personnel in SFO and HKG used the Cockpit Access Security System (CASS) to positively identify and confirm the employment status of F/O Bradley Beachler (Alaska), who rode in the jumpseat on the SFO-HKG-SFO circuit operated by his soon-to-leave father, Capt. Dennis Beachler (United). More tests of this initiative are planned for the future, and more work remains to be done to create a fully operational program of reciprocal jumpseating on international flights, but this successful test represents a significant milestone.

The program is still in the proof-of-concept phase, and final approvals are still pending. ALPA will communicate additional information about the status of the program as it becomes available.

■ HIMS Seminar Convenes In Denver

The three-day annual HIMS Basic Education Seminar

was held September 8–10 in Denver, Colo. More than 300 airline, medical, and regulatory professionals and volunteers from around the globe attended and heard presentations from top experts. ALPA manages the HIMS program, which includes this seminar, on behalf of the FAA. At the conclusion of the conference, Capt. Chris Storbeck (Delta), ALPA's outgoing HIMS chairman, was recognized for his lengthy and distinguished service to his fellow pilots.

■ Witvliet Appointed Chair Of ALPA's Membership Committee

ALPA's Executive Council recently appointed F/O Jolanda Witvliet (United) to serve as chair of ALPA's National Membership Committee. Witvliet currently flies B-777s and is based at Los Angeles, Calif. (LAX). She also works as the pilots' Master Executive Council (MEC) Parental Issues Committee chair and as the Membership Committee's vice chair.

The Membership Committee works to maintain accurate membership records, support MECs with new-hire briefing materials, educate members on available membership services, and provide assistance to furloughed members through the Furloughed Pilot Support Network and to veterans through the Veterans Affairs Committee.



Mailbag

Too easy!

The sudoku puzzle [in the September issue] must be too easy. I worked it correctly while watching just four innings of an Arizona Diamondbacks/San Francisco Giants baseball game on the TV.

I flew for North Central/Republic Airlines for 32 years before retiring at age 60 in 1982. I'm 92 now, so I have been retired for 32 years. Behncke was ALPA's president when I joined in 1946. He was soon replaced by Clancy Sayen. It's a wonderful life!

Capt. Oak Mackey (Central/Republic Airlines, Ret.)

■ Piedmont Pilots Ratify Changes to Current Contract

On September 16, Piedmont Airlines pilots voted to ratify amendments to their current collective bargaining agreement. With 86 percent of the pilot group participating in the ballot, 77 percent of those pilots voted to approve the modifications to their current contract, which includes plans to reflect the airline as well as guaranteed opportunities for Piedmont pilots with the airline's parent company, American Airlines.

"With much of our fleet of Dash 8s nearing replacement age, we needed to look long term as to what was best for the pilots on the property now, and what would provide career options for pilots just joining Piedmont," said Capt. Bruce Freedman, the pilots' Master Executive Council chairman.

Under the modified agreement, the pilots can now take advantage of a seniority-based flow-through procedure to fly at American Airlines, and pilots have secured flying at Piedmont by obtaining minimum fleet commitments. In exchange, the pilots agreed to increase their share of medical premium payments and, over time, revise pay scales to reflect more commonly used industry approaches.

■ ExpressJet Launches New PUB Events

The ExpressJet Master Executive Council (MEC) will expand its outreach to pilots this fall and winter. The pilots' Strategic Preparedness and Strike Committee (SPSC) has launched a new series of pilot unity building (PUB) events, starting in Tulsa,



ExpressJet pilots gather at a Strategic Preparedness and Strike Committee pilot unity building event.

Okla. The SPSC is reserving hospitality suites at hotels with high concentrations of crew overnights throughout the system for pilots who'd like to stop by. There's no agenda and no need to RSVP, just show up, relax, and talk things over. For more information on future PUB visits, contact XJTSPSC@alpa.org.

■ Wasaya MEC Works to Mitigate Layoffs

Nine Wasaya pilots recently received layoff notices from management as the company continues to restructure. However, the Wasaya Master Executive Council (MEC) met with management and was able to prevent further layoffs by enacting provisions from the pilots' contract.

Built into the contract is an option for "temporary layoff." This allows pilots to accept a layoff that is restricted to only three months. During this time, the pilot continues to accrue seniority, retains recall rights, and can choose to keep certain health benefits among other provisions. The MEC is working with management to keep layoffs to a minimum during the company's challenges.

■ Calm Air In, First Air Out as Inuit Company Changes Airline Partners

After four years of collaboration with Ontario-based First Air, Sakku Investments Corp., an Inuit-owned company based in Canada's Kivalliq region, is ending its relationship with the airline and beginning a new joint-venture agreement with Exchange Income Corp. and its subsidiaries Calm Air and Keewatin Air.

Sakku and First Air had operated a joint venture in the Kivalliq area of Nunavut Territory since 2010. Calm Air, based in Winnipeg, Man., hopes to expand its operations in Sakku's operating area just as First Air is cutting back some of its flying there, including ending service to Repulse Bay. Many of Canada's Arctic airline operators are wholly or partially owned by corporations representing the nation's First Peoples. The two largest Inuit-owned airlines, First Air and Canadian North, are in the preliminary stages of a potential merger that may result in a new airline being branded and formed in the next year or two.

■ Air Wisconsin Pilots Raise Money for Memorial Fund

During a recent charity golf outing, Air Wisconsin pilots raised more than \$1,200 for the Jonathan Daniel McAbee Memorial Scholarship Fund. Air Wisconsin Capt. McAbee was killed in a traffic accident in 2013, and his brother established the fund to support those who are working toward careers as airline pilots. More than 20 attendees spent an afternoon golfing at the Honey Bee Golf Club in Virginia Beach, Va. ALPA leaders Capt. Tim Canoll, Sean Cassidy, and Bill Couette, along with Capt. Mark Simmons (Air Wisconsin), were nonparticipant donors.

Air Wisconsin donated prizes for the event, including Amazon gift cards and golf equipment.

To contribute to the fund, visit www.gofundme.com/2tbqg8.



Air Wisconsin pilots participate in golf outing to raise funds for charity.

■ ExpressJet MEC Reaches 100 Percent PAC Participation

The ExpressJet Master Executive Council (MEC) officially reached 100 percent ALPA-PAC participation among its elected leaders in early September. This great example demonstrates the commitment the MEC has shown to the PAC in the lead-up to ▶▶▶

■ FrontLines *(continued)*

this year's Board of Directors (BOD) meeting.

Along with ExpressJet, the pilot leaders at Alaska, Compass, Delta, Hawaiian, Mesa, and United have also reached 100 percent participation. ALPA-PAC's goal is to have every elected ALPA leader give to the PAC by the end of the BOD.

■ ALPA Pilots Commended For Heroism

In August, Capt. Doug Munro, F/O Michael McClintock, and Flight Attendant Herb Fleck, the crew of an Air Wisconsin flight from Philadelphia, Pa. (PHL), to Ottawa, Canada (YOW), were riding in the van to their hotel. During the commute along Rideau Canal, the van was nearly sideswiped by a vehicle that subsequently overturned and rolled into the canal. The crew sprang into action, called 911, and entered the canal in an attempt to free the driver,

who survived because of a small air pocket. Officers and paramedics arrived on the scene and pulled the driver from the submerged car; he was then transported to the hospital and treated for minor injuries. The police noted that if the crew hadn't called 911 and weren't able to locate the car in complete darkness, the man would not have survived.

In August, the Honolulu Police Department (HPD) honored F/O Paul Morgan (Hawaiian) for helping to catch a fleeing robber. Morgan received a civilian certificate of merit from the HPD for an incident last April at a shopping center in suburban Honolulu.

Morgan was at the shopping center when he saw a man grab a purse from a female shopper. He chased the purse-snatcher across a busy street, seized him, and held him until police arrived to make the arrest.

■ Career Day? ALPA's Education Committee Has What You Need

With school back in session, career days are just around the corner. ALPA's Education Committee has just what you need if you're planning to speak with students about what it takes to become an airline pilot.



Scan the QR code and click the Community Outreach graphic to view presentations for grade schools, scouting organizations, and other career-day events. You can also order free promotional items such as paper airplanes, pens, highlighters, and stickers to hand out at your presentation.

ALPA's Education Committee is dedicated to promoting the airline piloting profession and men-

toring aspiring aviators—two of the Association's strategic goals for ensuring that ALPA remains stronger moving forward. Pilot volunteers provide an integral link to collegiate aviators and grade school students interested in becoming airline pilots by preparing them with the knowledge and experience necessary to make a successful transition into the industry. For more information or to volunteer, send an e-mail to Education@alpa.org.

■ P4P—Help When You Need It

Earthquakes have recently rocked the northern California area, and almost 200 ALPA members live within 25 miles of Napa Valley. The ALPA Emergency Relief Fund (Pilots for Pilots – P4P) stands ready to assist ALPA pilots who have

Canada

■ ALPA Praises Government Action to Update Canadian Pilot Fatigue Rules

"ALPA commends the Canadian government for making the process for modernizing pilot flight- and duty-time rules a priority," said Capt. Dan Adamus (Jazz), president of ALPA's Canada Board, on September 15 regarding the notice of proposed amendment (NPA) concerning flight crew fatigue management issued by Transport Canada. "The

NPA marks a significant step forward in advancing ALPA's goals for combating pilot fatigue and further improving air safety throughout Canada."

For many years, ALPA has strongly advocated for science-based fatigue rules that would apply to all pilots in Canada. "Updated regulations, combined with fatigue risk management systems, are essential to ensuring the highest safety standards," observed Adamus.

The NPA comes nearly

two years after Transport Canada's Canadian Aviation Regulation Advisory Council (CARAC) Technical Committee unanimously recommended that the CARAC Flight Crew Fatigue Management Working Group report to update flight- and duty-time regulations and rest requirements be reviewed by the Civil Aviation Regulatory Committee.

ALPA participated as a member of the working group, which, in its report, recommended numerous changes to

the current flight- and duty-time limitations and minimum rest periods that would bring Canadian regulations in line with the International Civil Aviation Organization's standards and recommended practices on fatigue management, as well as changes recently implemented by the U.S. FAA and the European Aviation Safety Agency.

"As a leading proponent of modernizing flight- and duty-time regulations, ALPA will thoroughly review the NPA to ensure that ALPA members' perspectives are addressed," Adamus said. ●

been affected by this and other natural disasters.

In the years since its creation, P4P has provided financial assistance to more than 180 ALPA members and their families affected by hurricanes, wildfires, river flooding, and other widespread disasters.

In a generous gesture, the AirTran pilots, as they complete their transition to Southwest Airlines, have made a sizeable donation to P4P. In early September, the pilots contributed more than \$51,000 from their Pilot Contingency Fund, which the Master Executive Council created from an assess-

ment in 2009 to aid AirTran pilots in times of financial need and hardship.

To learn more about P4P, request a grant, or make a contribution, visit www.alpa.org/relieffund. Contributions to the fund are tax-deductible in the United States.

■ Give a Shout Out to Your Alma Mater

ALPA's Education Committee wants to know where you earned your stripes—academically speaking, that is. Knowing where ALPA members went to college will help the com-



mittee determine possible schools in which to expand its outreach. Log on to the My ALPA section of www.alpa.org and add your education

history to your membership profile. While there, be sure to review your membership information—mailing address, e-mail preferences, etc.

ALPA professional development programs are currently available at Embry-Riddle

Aeronautical University (both the Daytona Beach, Fla., and Prescott, Ariz., campuses), Parks College of St. Louis University, Purdue University, Southern Illinois University, the University of North Dakota, and Western Michigan University, with plans to expand to Auburn University, Lewis University, and Middle Tennessee State University. For more information about the Education Committee and volunteer opportunities, scan the QR code. ●



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. ●



New ALPA Reps

At a Kelowna Flightcraft 206 meeting held on September 5, Capt. Kent Wickens was elected as the interim captain representative, F/O Travis Mitchell was elected as the interim first officer representative, and S/O Edward Cochrane was elected as the interim second officer representative for the remainder of the term of office.

At a Trans States 38 meeting held on September 9, Capt. Jonathan Jones was elected as the interim captain representative for the remainder of the term of office.

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

- Envoy Air 114 Capt. Matthew Wise, Chairman (Status Rep)
- ExpressJet 175 F/O Robert Scott, Secretary-Treasurer



PHOTOS, PLEASE!

Air Line Pilot is looking for your photos of airplanes, pilots, skies, airports, and anything else you see during your flight. Send your high-quality prints from a developer or high-resolution digital images to Communications@alpa.org.

Let us know who you are, who you fly for, the names of the pilots in your photos, and what we're looking at. Your photo could make the cover of *Air Line Pilot*. Or inside the magazine.

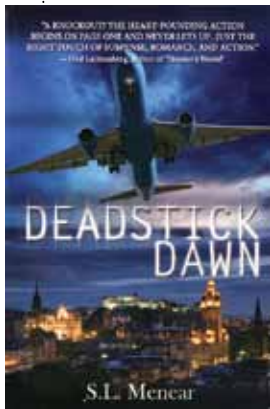
Or in a video production. Hoping to get that coveted cover shot? Hint: Turn your camera sideways and take a vertical shot. It's easier for us to work with a portrait- vs. a landscape-orientated photo. Please remember to adhere to FARs or CARs and company policy when taking photos.

Wondering if there's any payment associated with photo submissions? The magazine does not typically pay for voluntarily submitted photos—unless bragging rights are considered remuneration.

Have You Read?

Deadstick Dawn

By Capt. Sharon L. Menear (US Airways, Ret.)



Pilot Samantha Starr sets off for a relaxing and well-deserved vacation in the highlands of Scotland, luxuriating at a picturesque inn atop a cliff overlooking the North Sea. The days ahead of her are unscheduled and unfettered. Horseback riding in the countryside starts out uneventfully until Samantha encounters a

young boy on the side of the road shouting that he's been kidnapped. She sees the boy's captor, knocks him to the ground, and scoops the child up onto her saddle. Samantha has no idea that saving Charlie Moncreiffe has put a chink in Russian assassins' plans to kidnap boys of noble birth—Operation Blue Blood.

The Belfast Agreement is at risk, and the negotiated peace

shared between Northern Ireland and the United Kingdom faces dissolution. Samantha, having lost her own brother years ago, is deeply committed to saving these innocent children. The Russians, however, are crafty and through subterfuge lead the Scottish SAS into believing that Samantha is the kidnapper. Having to flee MI5, MI6, and British Special Forces, as well as the Russians, puts Samantha and Charlie in imminent danger. But Samantha will not be outwitted and stays a step ahead of capture. She needs to prove that she is neither a kidnapper nor a murderer and must prove to Capt. Ross Sinclair that her intentions are honorable.

Political intrigue, humor, and romance create a thrilling adventure, and an edgy level of suspense keeps the reader turning pages.—Reviewed by Kari Cantrell, ALPA Communications Department

Mr. MiG

By Capt. Paul T. Entrekin (Delta)



In 1987, Capt. Paul T. Entrekin (Delta) became the first American to own and fly a MiG, one of five MiG-15bis fighters imported from China. Before the year was out, he had the only MiG air show act in North America. U.S. and world aerobatic champion Leo Loudenslager later dubbed Entrekin "Mr. MiG," and the moniker stuck.

In 2012, Entrekin self-published *Mr. MiG*, subtitled "and The Real Story of the First MiGs in America."

When Entrekin acquired his MiG-15, a type that squared off against F-86s

and other early U.S. jet fighters during the Korean War, he had no MiG-15 manual worthy of the name, and virtually no information with which to begin to learn his new mount. He did, however, have considerable experience as a USMC helicopter and fighter pilot.

The MiG-15 cockpit was "tiny and cramped, much like an A-4, ... Spartan and not the least technologically inviting," Entrekin recalls. "The Russians had somehow determined that the interior color should be a Carolina blue, and it stank with an unfamiliar mix redolent of old rubber, canvas, and other odd smells uncharacteristic of any other aircraft I had ever flown."

Consider just some of the other shortcomings of this widely produced mainstay of Soviet air forces: The MiG-15 had no cockpit trim control for pitch or yaw, no relief tube, no air conditioning, no parking brake. Steering was via a bizarre pneumatic differential braking system borrowed from the Brits,

and braking was poor during landing rollout. The background instrument lighting and cockpit flood lighting were negligible, making night flight risky.

The cockpit heating system was marginal, as was the windshield defrosting system: "During descent (especially after cold-soaking at high altitude) the canopy and windshield were prone to fogging and would not clear with the throttle at idle... There was no means to anti-ice or de-ice if the exterior canopy or windshield was covered."

And get this: *The attitude gyro was blue on the bottom, brown on the top, and operated upside-down.* Entrekin off-handedly remarks, "I simply ignored the gyro and referred to the turn needle and vertical speed indicator and flew partial panel when IMC."

Entrekin recounts a number of adventures that he had with the MiG-15:

During fuel stops in West Virginia and Louisiana, he was met with guns at the ramp.

On more than one occasion, a local TV reporter thought he was a real Russian pilot, a situation he exploited with great delight.

He barely escaped death during an air show after a mechanic failed to properly secure the instrument panel.

Entrekin pulls no punches in his accounts of the wheelers, dealers, and colorful characters he's known through his years on the air show circuit, which he describes as a cutthroat—and dangerous—business. A number of his former associates—friends and adversaries alike—bought the farm while putting the heavy metal through its paces.

Entrekin no longer owns the MiG; read *Mr. MiG* to get the full story.—Reviewed by Jan W. Steenblik, Technical Editor

New Decade, New Goal.

Help beat ALPA-PAC's
2004 record!



Visit alpapac.org today to
join the PAC, increase your
contribution, and recruit others.



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.

“Because of the extensive record, which reflects the novel and complex nature of this case, however, the department does not find that a temporary exemption is appropriate or in the public interest.”

—announced **Anthony Foxx**, the Department of Transportation secretary, on September 2 regarding the department’s rejection of Norwegian Air International’s application for a temporary foreign air carrier operating permit

“Record profits are good. At this precise moment, the airlines are getting healthier, but let’s be clear: we’re competing with...state-owned enterprises around the globe that don’t have to make a profit...”

—responded **Capt. Lee Moak**, ALPA’s president, during a panel discussion on September 16 at Airlines for America’s Future of Flight Aviation Policy Summit

“The U.S. Government Accountability Office said in a 2014 report that 28 percent of [the U.S. Export-Import Bank’s] total exposure is solely widebody aircraft. That constitutes nearly \$32 billion worth of subsidies from U.S. tax revenues providing foreign competitors an unfair advantage as U.S. companies are ineligible for such discounted financing.”

—wrote **Capt. Judson Crane** (Alaska) in the September 7 edition of *The Seattle Times*

“Ex-Im Bank is not an exclusive tool for Emirates to finance aircraft. Our aircraft are financed by various concepts.”

—responded **Hubert Frach**, Emirates senior vice president for commercial operations in the West, in a September 5 Reuters article regarding the airline’s ability to purchase Boeing airplanes even if the U.S. Congress decides not to renew the U.S. Export-Import Bank’s charter

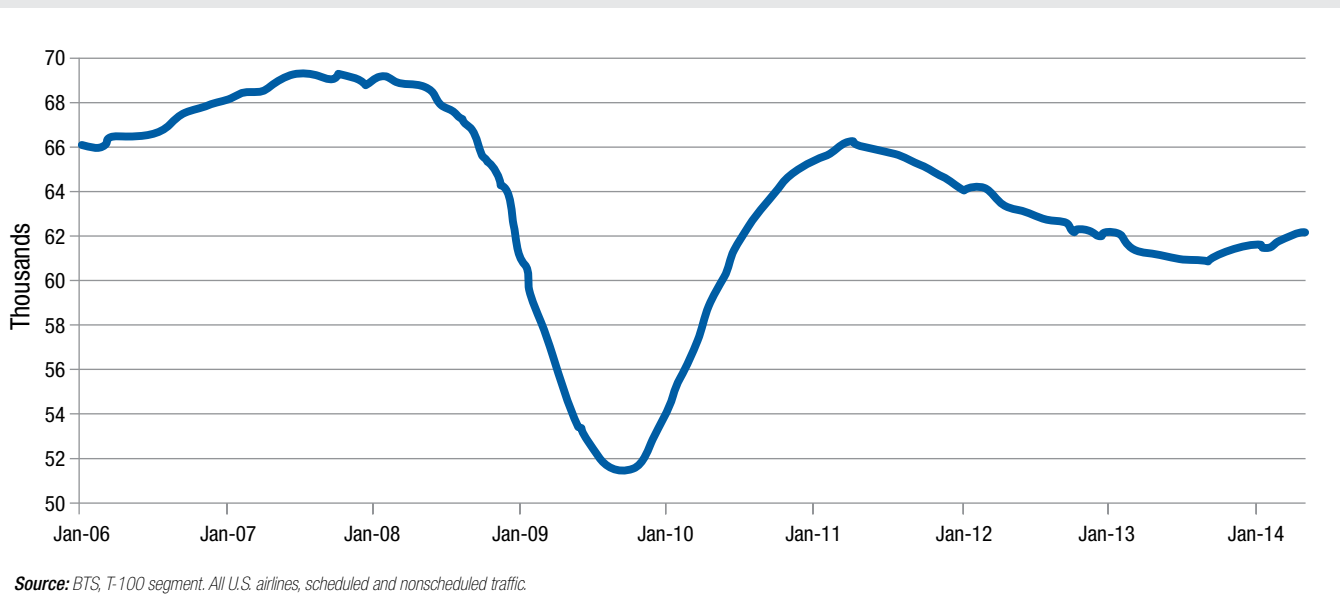
“Millions of Americans who fly, and the many more who live under the flight paths of cargo airliners, are threatened by the effects of fatigue. If the FAA is unwilling or unable to resist the political pressure to keep its fatigue rules from applying to all pilots, including those from cargo airlines, then Congress needs to step in to restore one level of safety to our skies.”

—wrote **Jim Hall**, former NTSB chairman, in a September 11 *USA Today* opinion piece

Cargo Sector

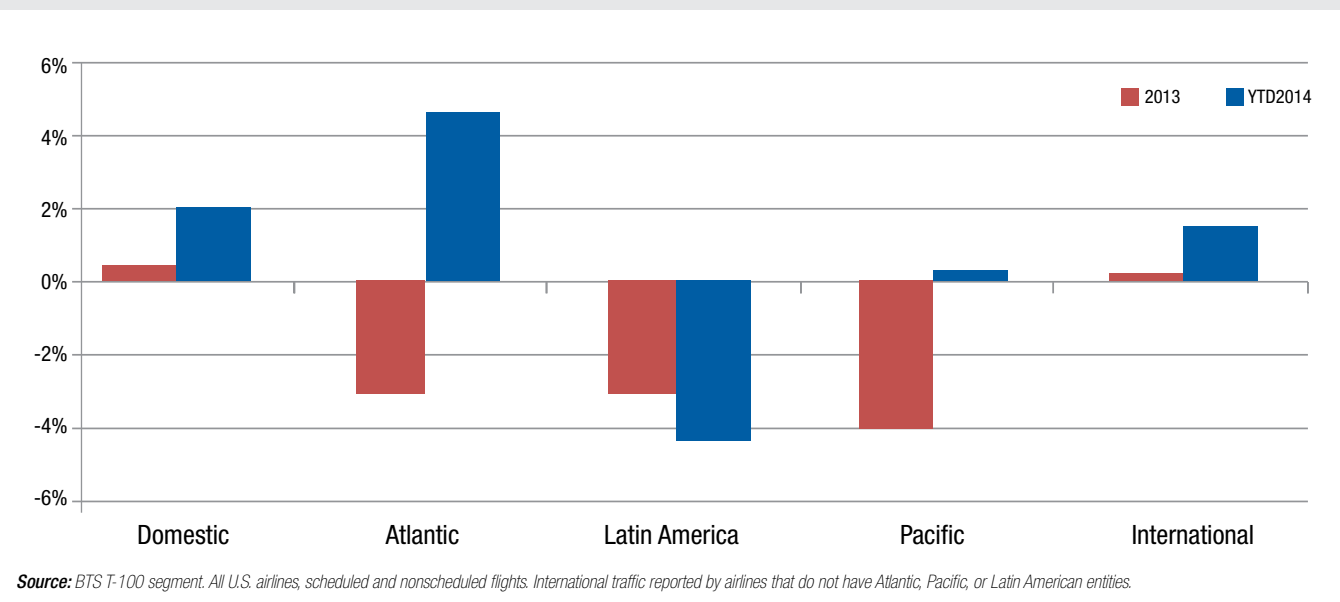
Cargo traffic is rebounding slightly. Air freight performance closely follows world trade and business activity, which were strong at the end of last year but tapered off in early 2014. According to the U.S. Bureau of Transportation Statistics (BTS), U.S. air freight carriers, including passenger airlines, have transported 1.6 percent more revenue cargo tons in 2014 than during the same time in 2013. A revenue cargo ton is one ton of cargo (freight or mail) carried one mile.

Revenue Cargo Miles 12-Month Rolling Total



Economic activity has been moderately stronger in the U.S., and a positive change in EU economies has recently taken place. Cargo carried domestically is up 2 percent, while cargo carried on Atlantic routes is up 4.5 percent. Some improvement has been seen in Asia-Pacific routes, but that region continues to struggle. Latin American freight traffic has yet to rebound.

Year-Over-Year Change in Cargo Traffic by Route



In Memoriam

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

2011	F/O John Condon	FedEx	July	Capt. Lawrence B. Hickey	TWA	August		
Capt. A.H. Waldo, Jr.	FedEx	April	Capt. Larry B. Frattini	American	July	F/O Philip D. Knowles	US Airways	August
2012	Capt. Jared Haas	TWA	July	Capt. E.G. Lamich	United	August		
Capt. Mark E. Jarocki	Comair	October	Capt. Albert K. Hall	TWA	July	Capt. Thomas F. Moses	Delta	August
2013	Capt. Joe W. Haselby	Delta	July	Capt. D.W. Munson	Eastern	August		
Capt. Stanley E. Hayter	Comair	January	Capt. Allyn E. Johnson	Northwest	July	Capt. Robert E. Owens, Jr.	Pan American	August
Capt. William T. Engelking	Northwest	March	Capt. Lewis C. Jordan	TWA	July	F/O Nathan D. Richeson	Atlantic Southeast	August
Capt. Greg R. Fonger	FedEx	October	F/O Kenneth E. Moen	Northwest	July	Capt. Patrick H. Skeldon	Comair	August
2014	Capt. Martin J. Salva	FedEx	July	Capt. J.H. Stambaugh	Delta	August		
Capt. Ross F. Early	United	January	F/O Scott M. Sindel	Spirit	July	F/O Tina M. Tanski	FedEx	August
Capt. Paul S. Hungerford	United	January	Capt. Robert W. Bell	United	August	F/O Richard M. Thomas	Delta	August
Capt. Norbert G. Robson	US Airways	February	Capt. G. Kelly Carman	Delta	August	Capt. Robert J. Tschida	Northwest	August
Capt. Larry H. Adams	United	April	Capt. Lloyd H. Cizek	Northwest	August	F/O Terrance R. Vinton	United	August
Capt. John T. Houston	United	April	Capt. Russell C. Coit	Delta	August	Capt. William O. White	Delta	August
Capt. Thomas L. Garrett	US Airways	May	Capt. Jean-Pierre Couture	Air Transat	August	Capt. William D. Dannahower	United	September
Capt. Harold F. Ellington	TWA	June	F/O James B. Dougherty	Eastern	August	Capt. David E. Ingalls	TWA	September
Capt. William J. Turner	Eastern	June	Capt. Billy L. Floyd	Continental	August			
Capt. Roger M. Williams	Continental	June	Capt. Daniel T. Fucci	United	August			
Capt. Richard E. Boddy	Eastern	July	Capt. W.H. Gehlaar, Jr.	United	August			
F/O Stephen E. Boller	Northwest	July	Capt. Frank Glawson	Piedmont	August			
Capt. Joseph F. Buseman	United	July	Capt. William K. Gubitosi	Spirit	August			

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

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

(Act of Aug. 12, 1970: Section 3685, Title 39, United States Code)

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15. Extent and nature of circulation:	Average number of copies each issue during preceding 12 months	Number of copies of single issue published nearest to filing date
a. Total number copies (net press run)	77,468	77,585
b. Paid and/or requested circulation		
1. Mailed outside-county paid mail subscriptions stated on Form 3541 (include advertiser's proof copies and exchange copies)	74,696	74,714
2. Mailed in-county paid subscriptions (include paid distribution above normal rate, advertiser's proof copies, and exchange copies)	-0-	-0-
3. Paid distribution outside the mails including sales through dealers and carriers, street vendors, counter sales, and other paid distribution outside the USPS®	-0-	-0-
4. Paid distribution by other classes mailed through USPS (e.g., First-Class mail®)	-0-	-0-
c. Total paid distribution	74,696	74,714
d. Free or nominal rate distribution (by mail and outside the mail)		
1. Free or nominal rate outside-county copies included on PS Form 3541	1,583	1,789
2. Free or nominal rate in-county copies included on PS Form 3541	-0-	-0-
3. Free or nominal rate copies mailed at other classes through the USPS	-0-	-0-
4. Free or nominal rate distribution outside the mail (carriers or other means)	-0-	-0-
e. Total free or nominal rate distribution	1,583	1,789
f. Total distribution	76,279	76,503
g. Copies not distributed	448	471
h. Total	76,727	76,974
i. Percent paid	98%	98%

16. Publication of Statement of Ownership—Publication required—Published in October 2014 issue.

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

—Sharon B. Vereb, Editor

ALPANegotiationsUpdate

The following is a summary of the status of ALPA contract negotiations by airline as of Sept. 22, 2014:

Air Transport International—A Section 6 notice was received on Jan. 21, 2014. Negotiations continue.

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Mediation continues October 7–8 and 19.

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

Canadian North—Negotiations are on hold pending a merger with First Air.

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

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

Kelowna Flightcraft—A notice to bargain was filed on June 30, 2014. Negotiations continue October 8–9.

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

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



SHARING OUR SUCCESS

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

UNITED ADVENTURE BEAR, "BEN FLYIN," INSPIRES IMAGINATION AND OFFERS HOPE TO CHILDREN

United Airlines' custom-designed GUND teddy bear, "Ben Flyin," made new friends on September 9, National Teddy Bear Day, at MD Anderson Children's Cancer Hospital in Houston, Tex. Volunteer United employees are delivering the bears as part of the United Adventure Bear program, working together to lift the spirits of children experiencing health struggles or economic hardship worldwide. The furry travel companion comes complete with a passport full of travel-inspired activities and an exploration-ready vest so children can use their imaginations to dream up adventures with their new friend.

"With more than 370 destinations worldwide, United is committed to giving back to the communities where our employees live and work," explained Bo Ellis, United's system chief pilot and a delivery volunteer. "Ben Flyin not only provides the comfort of a teddy bear, but also gives hope and inspires imagination through the adventure of travel."

DELTA AIR LINES EMPLOYEES TO BUILD HABITAT FOR HUMANITY HOMES IN SIX CITIES

Delta Air Lines employees from across the country will build or renovate affordable single-family homes with Habitat for Humanity. This year's fall builds will take place in six cities,

including Delta's hubs in Atlanta, Ga.; Detroit, Mich.; Minneapolis/St. Paul, Minn.; New York City; Seattle, Wash.; and Los Angeles, Calif. More than 2,300 Delta employees will participate in the projects, which began September 8 and continue through October 17.

"Delta people are committed to making a difference in the lives of others in the communities where we live, work, and serve each day," said Tad Hutcheson, Delta's vice president of community affairs. "I am proud of our people and their dedication to helping families around the globe build safe, affordable homes and continue to display the values of our brand."

ISLAND AIR PARTNERS WITH SPECIAL OLYMPICS

Island Air announced that it is teaming up with Special Olympics Hawaii to support the organization's upcoming games this year.

Company executives say the sponsorship of Special Olympics Hawaii's Lanai program will provide local athletes with the opportunity to train and compete in Special Olympics for the first time since 2006.

Island Air Chief Executive Officer Paul Case [said], "We are privileged and excited to be working with Special Olympics Hawaii to expand their mission and reach into the community, and also the opportunity for Island Air employees to get involved and give back."





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Charting a Course to Success

By ALPA Strategic Member
Development & Resources Staff

Every flight begins with a plan. Like ALPA members preparing for takeoff and landing, the Association has implemented a systematic approach to tackling challenges and capitalizing on opportunities facing the airline piloting profession and the airline industry. The result is a comprehensive strategic plan that has advanced the interests of ALPA members and guided the Association toward safeguarding the profession at the local, national, and global levels. Continuing to trend positive and remain effective, however, requires that ALPA's strategic plan be reviewed on a regular basis and modified when necessary.

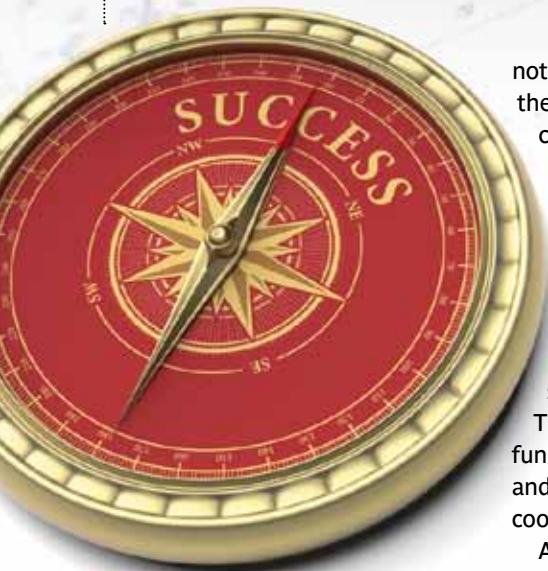
In October, ALPA's Board of Directors (BOD), the Association's highest governing body, will convene for its biennial meeting. The BOD is composed of the 193 local council status representatives from ALPA's master executive councils (MEC). On the agenda: the BOD will examine the Association's current strategic plan and establish the priorities that will direct ALPA's course over the next two years. Some of these priorities may be a continuation

of or an expansion of work already under way, while others may be new as the BOD discusses and recalibrates goals to meet members' needs and address any recent challenges.

Advancing goals, protecting interests

Despite the challenges the Association has confronted over the past several years, and the near-term challenges facing some of ALPA's U.S. and Canadian members who fly for carriers in certain segments of the industry, the union has made progress advancing members' goals and protecting their interests through its strategic plan. However, there is much more work to be done.

As BOD members shape and approve ALPA's strategic plan priorities, they are ►►►



Through ALPA's coordinated efforts, collaboration with industry and government, and worldwide status as the voice for all airline pilots in the United States and Canada, the Association will successfully advance its strategic priorities and be stronger moving forward.

not just serving as the plan's architects—they are working as agents of change. ALPA continues to face many opportunities and challenges, and the union's strategy must encompass the collective goals of its members and be executed in a coordinated fashion by its leaders.

Before ALPA's BOD members vote on resolutions to modify or revise the Association's strategic plan, they split into eight delegate committees.

These eight groups carefully examine the fundamental operation of the Association and how its undertakings are organized, coordinated, and processed.

As part of this analysis, delegates consider reports from national committees and proposed priorities from the Association's Executive Council and Executive Board. With this information, the committees look for ways ALPA can maximize its opportunities and better position itself for unforeseen challenges.

The eight delegate committees divide the strategic planning workload in the following manner:

Committee 1 looks at the Association's structure and resources to maximize the benefits and services provided to ALPA members, enhance professional development opportunities, strengthen pilot group alliances, and streamline or eliminate duplications of effort.

Committee 2 examines contract negotiations and enforcement approaches and retirement and insurance models, ensuring that they keep pace with the changing negotiating environment and pilot demands, as well as activities related to organizing and training volunteers to build unity, coordinate across pilot groups, and help carry out Association and MEC goals.

Committee 3 addresses safety, security, pilot assistance, and flight- and duty-time initiatives that tackle existing system inadequacies and weaknesses with the goal of minimizing operational risk and further enhancing airline safety.

Committee 4 assesses ALPA financial policies and strategic assets to capitalize on better ways to allocate finances and budget in support of Association-wide and individual pilot group strategic priorities.

Committee 5 evaluates the Association's communication efforts to educate and inform both internal and external audiences about the Association's positions for the purpose of building unity and support.

Committee 6 considers the legal and merger-related issues that face ALPA, including defending the Association against lawsuits, protecting the airline piloting profession against threats (such as Norwegian Air International), and implementing ALPA's risk-management policies and programs to safeguard the union and its members.

Committee 7 studies legislative and regulatory efforts to promote pilot-, airline-, and labor-friendly policies in the U.S. and Canada.

Committee 8 analyzes organizing opportunities to strengthen and grow the union and promote ALPA as the unified voice of the airline piloting profession.

Guiding the union

At the 2008 BOD meeting, delegates officially engaged in strategic planning for the first time, unanimously adopting a series of agenda items that identified the Association's priorities to guide the direc-



tion of the union. BOD members directed ALPA's national officers, national committees, Executive Board, Executive Council, and staff members to develop action plans to ensure that initiatives were completed and to maximize ALPA's ability to achieve the priorities its highest governing body set forth.

The strategic planning process evolved to include an ongoing cycle of prioritizing issues; developing and implementing action plans; communicating, actively managing, and advocating ALPA's priorities; achieving or recalibrating goals and approaches; and identifying new issues to incorporate into the strategic plan. The process also created a more defined framework for decision-making and allocating Association resources. The Executive Council and Executive Board received regular briefings on the status of the Association's activities and provided guidance and input as new issues arose. Communicating with ALPA members about the strategic planning process has remained an integral part of building unity and support for the plan's priorities and goals.


During the 2010 and 2012 BOD meetings, the Strategic Planning Committee (SPC) built on this solid foundation and included progress reports summarizing the initiatives undertaken to support each priority, what had been accomplished, and what work remained. In its report to the BOD, the SPC outlined recommendations for updated priorities—some of which were in the plan already—to reinforce the importance of ALPA reaffirming its key goals or to ensure that outstanding work continued. Other priorities arose in the ongoing discussions and recalibration of goals. As before, BOD delegate committees heard briefings from subject-matter experts on key industry, profession, and

Association issues and activities; discussed and debated the issues and established priorities; and updated ALPA's comprehensive strategic plan for the next two years and beyond.

Stronger moving forward

Today's environment is much different than it was when ALPA's strategic plan was first developed in 2008—and even since the plan's last major review in 2012. The process by which the SPC develops recommendations starts with an assessment of the environment—both external and internal—in which the Association operates, closely scrutinizing key issues that affect the profession and the union. The airline industry's performance is highly dependent on external factors: economic growth, fuel price volatility, and geopolitical influences. ALPA's Economic & Financial Analysis Department recently reported on these and other issues affecting the industry, noting that 2014 second-quarter economic results were encouraging: economic indicators that affect the demand for goods and services, including air travel, have been trending upward. (See "The Continued Evolution of the Airline Industry," September, page 25.)

ALPA's strategic planning process will not end at the conclusion of the 2014 BOD meeting. Once delegates set a new, two-year course for the union, the implementation phases will begin. Through ALPA's coordinated efforts, collaboration with industry and government, and worldwide status as the voice for all airline pilots in the United States and Canada, the Association will successfully advance its strategic priorities and be stronger moving forward.

Look for information on ALPA's 2014 strategic plan priorities in the November issue of *Air Line Pilot*. 

THE STRATEGIC PLANNING PROCESS

ALPA's Board of Directors (BOD) charged the Strategic Planning Committee (SPC) with identifying the major issues, trends, risks, and opportunities facing the Association and making recommendations to ALPA's governing bodies regarding the union's strategic plan priorities.

The SPC develops these recommendations using a three-pronged approach: (1) constant monitoring of the activities and plan progress since 2012; (2) evaluating internal and external issues that affect ALPA; and (3) receiving input from ALPA's leaders and subject-matter experts. The recommendations do not include every institutional task, project, or responsibility. Instead, the proposed priorities establish a foundation from which the BOD is able to move ALPA into the future. Every BOD delegate is engaged in the strategic planning process as a member of one of ALPA's eight delegate committees. The BOD members are responsible for crafting ALPA's strategic plan and making the final decisions regarding the union's priorities.



Capt. Lee Moak, ALPA's president, addresses the Executive Board during a plenary session.

Executive Board Considers Dues Decrease in Preparation For Upcoming BOD

By John Perkinson, Staff Writer

ALPA's Executive Board held its 115th regular meeting September 10–11 to hear national officer reports on union activities and to prepare and update policy for the upcoming Board of Directors (BOD) meeting. Resolutions before Executive Board members included a recommendation to lower the member dues rate for a second time in just two years.

Capt. Lee Moak, ALPA's president, emphasized that "patience is power," adding that exercising restraint until the most advantageous moment is often the key to success. "History, and the story of our union, is rich with examples of the powerful change that can emerge from refusing to take

the bait of immediate gratification and instead driving with resolve toward a goal that will improve our profession and our industry."

Moak provided numerous examples of how the Association uses this strategy, including actions that resulted in the U.S. Department of Transportation (DOT) rejecting Norwegian Air International's (NAI) request for temporary authorization to fly to and from the United States. He also talked about the Association's extended efforts to change widebody aircraft financing practices at the U.S. Export-Import Bank. "ALPA will never, ever stop fighting," he said. "But, when we say 'fight,' we don't mean just 'fight to fight,' we mean 'fight to win.'"

Updates from ALPA's national officers

Capt. Sean Cassidy, ALPA's first vice president, who also serves as the



"ALPA will never, ever stop fighting. But, when we say 'fight,' we don't mean just 'fight to fight,' we mean 'fight to win.'"

**CAPT. LEE MOAK,
ALPA PRESIDENT**

Association's national safety coordinator, described ALPA's Air Safety Organization as "always on the beat when it comes to current as well as emerging issues in the aviation industry," adding, "We're always vigilant." Cassidy reviewed recent discussions with Canadian authorities as well as the U.S. Department of Transportation, the Pipeline and Hazardous Materials Safety Administration, the Department of Homeland Security, the Transportation Security Administration, and the FAA on the transport of hazardous materials, the implications for newly restricted airspace in the wake of the downing of Malaysia Airlines Flight

"...always on the beat when it comes to current as well as emerging issues in the aviation industry."

CAPT. SEAN CASSIDY,
ALPA FIRST VICE PRESIDENT AND
NATIONAL SAFETY COORDINATOR



MH17 and overseas airport closures, and other pressing issues related to safety, security, and pilot assistance.

Cassidy also reported on the success of the Association's political action committee. "This year we are on our way to raising more than \$1.4 million for the PAC, pulling in as much as \$130,000 in a month." He noted that, this year, more than 7,400 pilots have either given or signed up to support ALPA-PAC.

ALPA is constantly updating its many products and services to keep pace with changing technology. Capt. Bill Couette, ALPA's vice president – administration/secretary, discussed the Association's Information Technology Advisory Committee work to purchase a new platform to host ALPA's website. "The site is

going to have a brand-new look," he said.

Couette also acknowledged the generous gift AirTran pilots shared with ALPA before officially moving into the Southwest Airlines pilot ranks. The AirTran members donated a portion of their Pilot Contingency Fund to the ALPA Emergency Relief Fund (P4P), generously giving \$51,179.05. "P4P continues to provide for the immediate needs of our members and their families affected by widespread disaster. We encourage members to contribute generously to the fund," he said.

Capt. Randy Helling, ALPA's vice president – finance/treasurer, reported, "Your Association stands on firmer financial footing today than it has in

past years and is ready to take on new challenges." Helling said that ALPA's dues revenue is increasing and the Association's liquidity has improved.

"This allows ALPA to respond to not only chal-

lenges, but also opportunities quickly and effectively," he continued. "Our improved financial condition has allowed us to lower the dues rate in 2014 for the first time in decades, and the Executive Board will be considering a recommendation at this meeting to lower the dues rate even further in 2015."

Proposed dues reduction

Following discussion, the Executive Board passed a resolution to recommend a decrease in the dues rate to 1.85 percent beginning on Jan. 1, 2015. This decision marks the second time in two years that the Association has considered reducing the dues rate. In 2012, ALPA's BOD, after carefully assessing the effect on future Association budgets, acted to cut ▶▶▶



"P4P continues to provide for the immediate needs of our members and their families affected by widespread disaster. We encourage members to contribute generously to the fund."

CAPT. BILL COUETTE,
ALPA VICE PRESIDENT –
ADMINISTRATION/
SECRETARY

“Your Association stands on firmer financial footing today than it has in past years and is ready to take on new challenges.”

CAPT. RANDY HELLING,
VICE PRESIDENT –
FINANCE/TREASURER



the dues rate by .05 percent to the current rate of 1.90 percent.

The resolution noted that in carrying out the May 2014 Executive Board’s direction to develop a 2015 budget based on a 1.85 percent dues rate,

ALPA’s Executive Council concluded that the proposed change would not adversely affect services provided to ALPA members.

The Executive Board voted to move the proposal on to ALPA’s upcoming BOD for consideration and possible action.

Taking care of business

During the two-day meeting, the Executive Board recommended that the BOD receive reports from the union’s national committees and also acted on resolutions to address Association policy matters. Members voted to update the portions of Section 85 of ALPA’s *Administrative Manual* that address air traffic control issues. The FAA, as part of its U.S. national airspace modernization, is implementing DATACOMM (communications data link) and expanding the role both controllers and pilots play in managing aircraft separation. Subsequently, the Executive Board updated the Association’s policy to better reflect these changes.


The meeting agenda included a review of ALPA’s organizing strategies. Members adopted technical changes to ALPA’s policies governing member forums. The Executive Board also passed an administrative policy item that allows ALPA volunteers to be reimbursed for using their own wireless service plans for performing Association business and paves the way for eliminating the single Association service contract that is no longer cost-effective.

Elizabeth Baker, director of ALPA’s

Government Affairs Department, briefed meeting attendees on “the global challenges and threats facing your industry.” Dovetailing with Moak’s comments on ALPA’s #DenyNAI campaign, she noted that 30,000 people have signed a petition supporting ALPA’s position and that 7,000 letters have been sent to members of Congress as part of a larger effort to convince the DOT that NAI’s business model for U.S. operations defies existing laws and agreements.

Baker reviewed the many pilot issues before policymakers—from reasonable sleep apnea screening to banning cockpit videos to ensuring that health-care benefits are not taxed. She noted that ALPA lobbyists and pilot representatives are discussing these and other concerns on Capitol Hill and Parliament Hill and acknowledged how important this presence is.

Zack Mooneyham, ALPA’s political representative, reported that 1,627 additional members signed up for ALPA-PAC since the beginning of the year, bringing total contributions to \$758,800 through the end of July. He also updated the Executive Board on the J.J. O’Donnell Award for Excellence in Political Action. The award will be given for the first time at ALPA’s upcoming BOD meeting to honor the master executive council that has achieved the greatest increase in ALPA-PAC participation rate and contributions (by percentage).

Executive Board members also discussed strategic planning initiatives. Capt. Roger White (Delta), a member of ALPA’s Strategic Planning Committee, explained that the Association’s Executive Board members were responsible for reviewing the Association’s latest strategic planning report and discussing it with fellow delegates to make sure ALPA is “on track.” Pilot chairmen from the four delegate committees later reported on strategic planning efforts shortly before the Executive Board adjourned. 



Honoring the Victims of 9/11

By ALPA Staff

On September 11, a crowd of ALPA leaders, members, and staff gathered at ALPA's 9/11 Memorial Garden in Herndon, Va., in a private ceremony to honor the victims of 9/11 and to pay tribute to the crews of United Flight 93, United Flight 175, American Airlines Flight 11, and American Airlines Flight 77 on the 13th anniversary of the terrorist attacks.

"Thirteen years. Yes, 13 years ago today, our lives changed dramatically," said Capt. Lee Moak, ALPA's president, recalling the fateful day that forever changed the airline piloting profession. "Year after year, we meet in our memorial garden to honor the fallen passengers and flight and cabin crews of United Flight 175, United Flight 93, American Airlines Flight 11, and American Airlines Flight 77. And this morning, we continued that tradition. We renewed our collective resolve to carry forward the legacy of their sacrifice, reviving our constant vigilance, and pledging ourselves to forever guard their spirit.

"United 175 Capt. Victor Saracini cannot lobby Congress for the secondary barrier that might have saved his life, but as his guardians, we carry his name and his memory with us when we walk the halls of Capitol Hill in support of the Saracini Aviation Safety Act," Moak acknowledged. "We fight this and other weaknesses in

our system that remain over a decade after those horrific events—from inadequate background checks on individuals with access to our aircraft to full funding for the FFDO [Federal Flight Deck Officer] program and addressing unacceptable gaps in cargo security.

"Thirteen years ago, the



proudly continues to support and participate in the U.S. State Department's Terrorism Information Reward Program. Because we know that remaining vigilant is critical to not allowing history to repeat itself. Today, we renew our pledge as the guardians of the profession and know that we will never

"Thirteen years. Yes, 13 years ago today, our lives changed dramatically."

CAPT. LEE MOAK,
ALPA PRESIDENT



terrorists based their barbaric success on visible destruction—buildings, aircraft, almost the airline industry. But today, ALPA pilots focus on the work that remains, because we are the guardians of the profession. Pilots know sacrifice. Pilots know resolve. And pilots know it's our responsibility to be the guardians of safe and secure skies. It's a pledge we take every day, with every flight.

"Today," Moak noted, "ALPA

falter in our determination to make commercial aviation as safe and secure as it can possibly be."

ALPA, its members, and staff come together annually on September 11 to remember and pay tribute to the victims of 9/11 and to renew their commitment to the safety and security of airline flight and cabin crews and to the passengers and cargo that they transport. 🌐

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

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To view additional photos from ALPA's 9/11 remembrance ceremony, scan the QR code.



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Contracting a Tropical Disease:

What You Need to Know

By Dr. Quay Snyder, ALPA Aeromedical Advisor

The most recent outbreak of Ebola virus disease in equatorial Africa and the highly publicized medevac of two American medical missionaries to Atlanta, Ga., for treatment have been headline news in recent months.

What does this all mean to ALPA members?

Short answer: The relative risk of mosquito-borne tropical diseases—such as malaria and chikungunya (chick-un-GUUN-ya)—to flightcrew members is much higher than the very low risk of contracting Ebola. The Ebola virus is also nowhere near the threat that airborne viruses, such as influenza and other respiratory illnesses, pose to travelers, including flight and cabin crews.

Mosquito avoidance and hand washing or using sanitizers are the keys to safe travel to any disease-endemic area. Medications are available to prevent malaria but not the other conditions.

The Centers for Disease Control and Prevention (CDC) in Atlanta has an excellent website. The site's Travelers' Health section is the best source for scientifically based, current, and easy-to-understand information and should be all pilots' go-to place for general information on communicable diseases.

Ebola

The 2014 Ebola outbreak has been the largest in history and the first in west Africa. So far it's been limited to five countries—Guinea, Liberia, Nigeria, Senegal, and Sierra Leone.

Contracting the Ebola virus requires direct contact with

- bodily fluids of a person who is sick with or has died from Ebola,
- objects contaminated with the virus, or
- infected animals.

Ebola virus disease can only be spread to others after symptoms begin. Symptoms can appear anywhere from 2 to 21 days after exposure and can include fever, headache, diarrhea, vomiting, weakness, stomach pain, lack of appetite, unexplained bleeding, and joint and muscle aches. If an exposed person does not develop symptoms within 21 days after exposure, he or she will not become sick with Ebola virus disease.

Airlines operating in the countries in which the outbreak has occurred have trained their cleaning teams to take proactive measures to sanitize their aircraft. But cleaning teams only clean the cabin, not the cockpit, with the appropriate sanitizers. However, it's highly unlikely that any material contaminated with the Ebola virus would come into the cockpit.

Those at highest risk of exposure are health-care workers, family members, and friends caring for persons infected with the Ebola virus who have direct contact with infected body fluids.

The CDC notes that if you must travel to an area with known Ebola cases

- practice careful personal hygiene. Avoid contact with blood and body fluids.
- do not handle items that may have come in contact with an infected person's blood or body fluids.
- avoid funeral or burial rituals that require handling the body of someone who has died from Ebola virus disease.
- avoid contact with animals and raw meat.
- avoid hospitals where Ebola patients are being treated. The U.S. Embassy or consulate is often able to provide advice on facilities.
- monitor your health for 21 days after returning from the epidemic area and seek medical care immediately if you develop symptoms of Ebola.

For pilots, using sanitizing materials to wipe down cockpit handles, control sticks or yokes, and the instrument panel is more than adequate protection. Not greeting passengers with



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

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

handshakes or other direct contact is also prudent. Avoiding unnecessary contact with surfaces in crew vans, hotels, or restaurants is recommended; but again, the risk of contact with the Ebola virus in these circumstances is extremely remote.

Chikungunya

Chikungunya is a viral disease transmitted by mosquitoes. It has been known in Africa since 1952, and cases of local transmission have been found in Africa, southern Europe, southeast Asia, and on islands in the Indian and Pacific Oceans. In late 2013, chikungunya was found in the Americas for the first time on some Caribbean islands.

The CDC monitored the spread of chikungunya in the Caribbean very carefully. By summer 2014, the agency knew of some 200 cases of chikungunya in the United States; however, all of them involved persons who had traveled out of the United States to areas known to harbor the disease.

On July 17, 2014, the CDC reported the first known case of local transmission of chikungunya in the United States in Florida.

Aedes species mosquitoes—the same mosquitoes that transmit the virus that causes dengue fever—transmit chikungunya virus. These mosquitoes bite mostly during the day.

Symptoms usually begin 3–7 days after being bitten by an infected mosquito. The most common symptoms are fever and severe joint pains, often in the hands and feet. Other symptoms may include headache, muscle pain, joint swelling, and rash.

While blood tests can confirm a diagnosis of chikungunya or similar diseases, and medicines can reduce the fever and pain of chikungunya virus disease, no antiviral medicines are available to treat the disease itself.

Most patients feel better within a week, but some people may develop longer-term joint pain that can persist for years. The Makonde word *chikungunya* means “that which bends up,” a description of the body position that some sufferers assume because of the crippling joint pain.

People at increased risk for severe chikungunya disease include newborns exposed during delivery, adults 65 years old or older, and those with medical conditions such as high blood pressure, diabetes, or heart disease. Deaths from the disease are rare.

Because no vaccine or medication is available to prevent chikungunya virus infection

or disease, the principal defense is to reduce your exposure to mosquitoes.

People at increased risk should consider not traveling to areas with ongoing chikungunya outbreaks. If you are sick with chikungunya, avoiding mosquito bites will help prevent further spread of the virus.

More information is available at www.cdc.gov/chikungunya/.

Malaria

Meanwhile, malaria, an infectious disease caused by any of five species of parasitic protozoans and transmitted by mosquito bites, remains a significant risk. Flight and cabin crewmembers should take appropriate prophylactic medications and minimize their exposure to mosquitoes as well as using insect repellent and other mosquito-avoidance measures.

Malaria is always serious and can be fatal. If you develop a fever or a flu-like illness while in a malaria-risk area or as much as a year after returning home, seek immediate medical attention and tell your physician about your travel history.

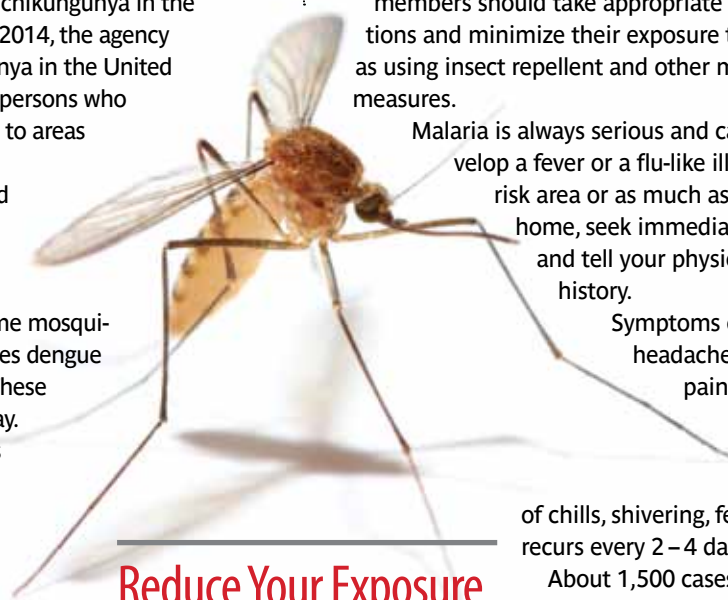
Symptoms of malaria may include headache, fever, shivering, joint pain, vomiting, jaundice, and convulsions. The classic symptom of malaria is paroxysm, a cycle

of chills, shivering, fever, and sweating that recurs every 2–4 days.

About 1,500 cases of malaria are diagnosed in the United States each year, mostly in travelers returning to the country. Those traveling to sub-Saharan Africa have the greatest risk of both getting malaria and dying from the infection. However, all travelers to countries in which malaria is present may be at risk for infection.

The CDC advises that “Travelers...at high risk of developing malaria while traveling should consider carrying a full treatment course of malaria medicines with them. Providing this reliable supply of medicine...will ensure that travelers have immediate access to an appropriate and high-quality medicine if they are diagnosed with malaria while abroad.”

The agency warns, “In some countries [including those with malaria risk], drugs may be sold that are counterfeit [‘fake’] or substandard [not made according to United States standards]. Such drugs may not be effective. Antimalarial drugs should always be purchased before traveling overseas.”



Reduce Your Exposure To Mosquitoes

Wherever you are, reducing your probability of being bitten by mosquitoes is good for your health. In some parts of the world, it can mean dodging a debilitating or even fatal disease.

So take the following 6 steps:

1. Use air conditioning or window/door screens,
2. Use mosquito repellents on exposed skin,
3. Wear long-sleeved shirts and long pants,
4. Wear permethrin-treated clothing,
5. Empty standing water from outdoor containers, and
6. Avoid being outdoors during dawn and dusk—peak mosquito feeding times.

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airline pilots who retire from the ranks of
airline flying. They have honorably served the
profession during some of our industry's most
turbulent times. We would like to recognize
their service in *Air Line Pilot*.

Capt. Lee Moak
ALPA President

F/O Ken Binder
ALPA R&I Committee Chairman



2013

F/O William R. Benton	United	August
F/O Jacques Mercier	Air Transat	September
Capt. Gregory W. Peel	Air Transat	September
Capt. Daniel L. Palacheck	Sun Country	November
Capt. Robert E. Preston	United	November
Capt. Alfred L. Pruett	United	November
Capt. Paul A. Pugliese	United	November
Capt. Mary L. Dwyer	United	December
Capt. James J. Gabriel	Sun Country	December
Capt. Serge Gallant	Air Transat	December
Capt. Harry D. McKenzie	Evergreen International	December
PFE Randall Sibert	Evergreen International	December
Capt. Rheyhard R. Walton	PSA	December

2014

Capt. Vincent G. Brocklebank	Spirit	January
Capt. Robert R. Cooper	Atlantic Southeast	January
Capt. Robert M. Haines	Air Wisconsin	January
F/O Lloyd N. Holz	United	January
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Capt. Maurice E. Scroggins	Sun Country	January
Capt. Lance R. Seppi	United	January
Capt. James M. Shelor	United	January
F/O Chris N. Zander	United	January
Capt. Brian A. Compton	Air Transport International	February
Capt. William B. Haller	Trans States	February
Capt. Michael Jackson	United	February
F/O Randall N. Thurman	United	February
Capt. Krsto D. Vukoje	Envoy Air	February
Capt. Paul H. Andrews	United	March
Capt. Kay E. Aslesen	FedEx Express	March
F/O George L. Boume	United	March
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Capt. Kenneth L. Doskocil	United	March
F/O Max L. Fisher	United	March
Capt. Jack H. Fotheringham	FedEx Express	March
Capt. Luis Garcia	United	March
F/O Charles D. Godby	FedEx Express	March
Capt. Edward M. Henry	FedEx Express	March
Capt. Peter P. Hernandez	United	March
Capt. Charles O. Heye	Hawaiian	March
Capt. Bruce J. La Gasa	FedEx Express	March
Capt. Alan Mackelprang	United	March
Capt. Stanley G. Marshall	United	March
Capt. Chet R. Metcalf	FedEx Express	March
Capt. David E. Miller	United	March
Capt. Kim L. Newman	United	March
Capt. Richard M. Osburn	United	March
Capt. Roger L. Pond	United	March
Capt. Albert L. Rosenberg	United	March
Capt. Wendell J. Runft	United	March
Capt. Richard W. Sandford	FedEx Express	March
Capt. William M. Sanford	United	March
Capt. Gerard W. Schukantz	FedEx Express	March
Capt. Lynn D. Sorensen	United	March
Capt. Douglas M. Stewart	United	March
F/O Michael L. Straight	United	March
Capt. Myron C. Swenson	United	March
Capt. Stephen L. Swofford	United	March
Capt. Jon F. Sziget	FedEx Express	March
Capt. Robert D. Walker	United	March
Capt. Richard D. Weidman	United	March
Capt. Harry B. Wilson	United	March
F/O Colin P. Winfield	United	March

F/O Randall W. Young	United	March	Capt. John R. Frerichs	United	June
Capt. Ressa P. Agra	FedEx Express	April	Capt. Jerry M. Getchell	Delta	June
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JetBlue Pilot Helps to Honor AVAir Accident Victims

By **John Perkinson**, Staff Writer

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

For more than a decade, the words "Never Forget" have been associated with the tragic events of 9/11, but for Capt. Warren "Dee" Sherrow (JetBlue) they also have another meaning.

Twenty-six years ago, Sherrow, then an Air Virginia (AVAir) pilot, was a member of ALPA's on-site accident investigation team assigned to the crash of AVAir Flight 3378 in Cary, N.C. On the night of Feb. 19, 1988, the Fairchild Metroliner III SA 227 rapidly descended shortly after takeoff. The aircraft crashed in a wooded area by a reservoir less than a mile from Runway 23R at Raleigh-Durham International

Airport (RDU).

"You could smell the pine trees and kerosene," said Sherrow, recalling the day after the accident when he and others inspected the accident location. "ALPA's accident investigation training helped a lot, but you can't begin to imagine what you'd see at an actual accident site. I still have nightmares about it at times. It had a major effect on me."

The evening of the accident, Sherrow was at RDU preparing for his next flight. "It was a pretty miserable night; if it was 1,800 RVR [runway visual range], we were lucky," he remembered. His airplane was third in line for takeoff when the radio went silent. He soon received word that

there had been an accident involving another AVAir aircraft.

"After they closed the airport, we all taxied back to the gate. I called Steve Green, our ALPA Master Executive Council safety chairman, who lived in Richmond,

Va., and, of course, that was it for the next seven days," said Sherrow. He and his colleagues spent a week examining the crash site, reviewing the accident debris, going over the facts of the flight, and comparing notes.

All 12 people aboard

perished, including the crew, Capt. Walter Cole and F/O Kathy Digan. Sherrow, a close friend of Cole's, was given the unenviable task of notifying the captain's fiancée.

Remembering crewmembers, passengers, and first responders

It's fair to say that Sherrow is an airline industry survivor. An A320 captain who



Capt. Warren "Dee" Sherrow (JetBlue)

Artist's rendering of the proposed AVAir Flight 3378/Flagship Flight 3379 memorial in Carpenter Park.



now lives in the Cary area, he has been flying for JetBlue for the last 11 years. AVAir, the first airline he worked for, was in and out of bankruptcy before being acquired by and merging with other airlines to later become Flagship Airlines in 1991 and then eventually American Eagle. Several years later, Sherrow moved on to Midway Airlines, based in Morrisville, N.C., until it ceased operations in 2003.

"I'm lucky," he said with a chuckle. "I've only been through four bankruptcies so I guess I can't complain."

Several years ago, the Raleigh-area news media reported plans to raise funds to commemorate those who lost their lives in the crash of Flagship Flight 3379, another accident that occurred in Cary. A local group was planning to build a memorial near the site of that crash.

On Dec. 13, 1994, Flagship Flight 3379, a BAe Jetstream 3201, was enroute from Piedmont Triad International Airport, near Greensboro, N.C. On that rainy, foggy evening, the flight crew executed a missed approach after suspecting a flameout in the left engine. The plane

crashed in a heavily wooded area outside of Morrisville, just four miles southwest of RDU's Runway 5L. There were 15 fatalities, including the flight crew, Capt. Michael Hillis and F/O Matthew Sailor, and 5 survivors.

Families and friends of Flight 3379 hoped to honor not only the passengers and crew, but also the first responders and many others who helped in the aftermath of the tragedy. The Atlanta, Ga.-based Family Assistance Foundation, an independent, nonprofit corporation founded in 2000 to support families and friends in the wake of tragedies, is spearheading the project.

A location has been secured approximately a mile from the crash site, and the Family Assistance Foundation hopes to have the project completed next year.

Meaningful tribute

Hearing the news this summer that a memorial was planned for Flight 3379, Sherrow said he was both pleased and miffed. How could this group remember one area accident without


acknowledging the other? Upon further examination, Sherrow learned that the group was not aware of the Flight 3378 accident.

In addition to having occurred more recently, the Flight 3379 accident also had survivors, one of whom was Lauren Anderson, a then 19-year-old student at neighboring Elon College. Lauren received a good deal of local news media attention around the time of the accident, and her parents continue to actively support the Family Assistance Foundation. Another of the group's advocates, David Farrell, was the first responder who found Lauren that evening.

With this newfound knowledge, Sherrow single-handedly set out to educate Cary officials and members of the foundation about the 1988 crash and the need to recognize and honor those associated with both accidents. He clearly made a compelling argument because the group quickly adopted his idea and revised the memorial's design and layout.

In addition, Sherrow joined the memorial's advocacy ranks, helping directly with fund-raising to see the project through to its finish.

The memorial is to be erected in Carpenter Park, located on the south side of Morrisville Carpenter Road and the east side of Louis Stephens Drive. The design is simple. Two converging walls will be constructed, mimicking the orientation of RDU Runways 23R and 5L. These partitions point to five trees representing the five survivors from Flight 3379. Beyond the memorial will be trees planted for those who perished in the two accidents. Those involved with the project hope

that the memorial will "ensure that a vital connection to the area's history is kept, treasured, and highlighted in a meaningful tribute to those who passed away and those who saved the survivors." 

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

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

You Can Help

Although the Family Assistance Foundation plans to complete the Flight 3378/Flight 3379 memorial next year, it does not yet have sufficient funds to finish the memorial. The group is approximately \$15,000 shy of the required \$50,000 needed for the memorial's completion.

"It's going to happen one way or another," acknowledged Capt. Warren "Dee" Sherrow (JetBlue). But help would be greatly appreciated.

If you'd like to make a donation, contact Dede Young at dede.young@fafonline.org or call 404-881-2895. Checks can be sent to the Family Assistance Foundation at 555 North Point Center East, Suite 400, Alpharetta, GA 30022. Be sure to include on the memo line "AE3378."

To learn more about the Family Assistance Foundation, visit www.fafonline.org.





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ALPA Delivers the Truth Behind the Alleged 'Pilot Shortage'

ALPA's got the pulse on the airline pilot pipeline, tracking down the numbers to rise above the noise and set the record straight on the so-called "pilot shortage." Here's the issue: There is no airline pilot shortage; it's all about the money. "Pilot shortage" makes for a flashy headline, but we've done our homework and packaged all the facts in this new no-frills, real-numbers whiteboard video that clearly identifies the issue beneath the surface: what the airline industry faces today is a pilot *pay* shortage.

Airline managements and stakeholders argue what may seem like valid claims to the average passenger. They talk about canceled routes and fewer flight options—but claiming a "pilot shortage" as the cause for bigger industry issues is misleading at best. As ALPA has stated time and time again, once pilots are paid commensurately for their training, expertise, judgment, skill, and experience, more qualified pilots will step forward, and the pipeline for future airline pilots could grow.

ALPA exposed this issue for what it really is, and we're offering a solution to help the North American airline industry address the pilot pay shortage. For more information about salaries and projected pilot demand, check out [the September] *Air Line Pilot* article.

It is critical for the industry, government, and labor to work together to strengthen our airlines. Our governments must adopt national policies that will level the playing field so that our airlines can attract well-trained professional airline pilots and retain those who currently choose to fly elsewhere or not fly commercial airliners at all.

'An Important Stand for Fair Competition': DOT Dismisses NAI Exemption Request

On September 2, the U.S. Department of Transportation sided with the Air Line Pilots Association, International (ALPA) and dozens of other organizations—not to mention members of Congress on both sides of the aisle—in dismissing Norwegian Air International's (NAI) request for temporary authorization to fly to and from the United States. This decision marks significant progress in the drive to help ensure a level playing field for U.S. airlines.

"The U.S. Department of Transportation took an important stand for fair competition today by denying Norwegian Air International's request for temporary authorization to fly to and from the United States," said Capt. Lee Moak, ALPA's president.

While an important decision, more work remains for ALPA and its broad coalition of partners in this fight. This decision covers only NAI's request for an exemption to conduct business while its application for a foreign air carrier permit is processed; DOT still must reject that application and avoid establishing a precedent that could decimate the domestic airline industry.

"While today's decision is extremely significant, the DOT's work is not yet complete in making certain that NAI is not permitted to gain an unfair economic advantage over U.S. airlines," Capt. Moak continued. "The DOT must take the next step and deny NAI's application for a foreign air carrier permit to serve U.S. markets."

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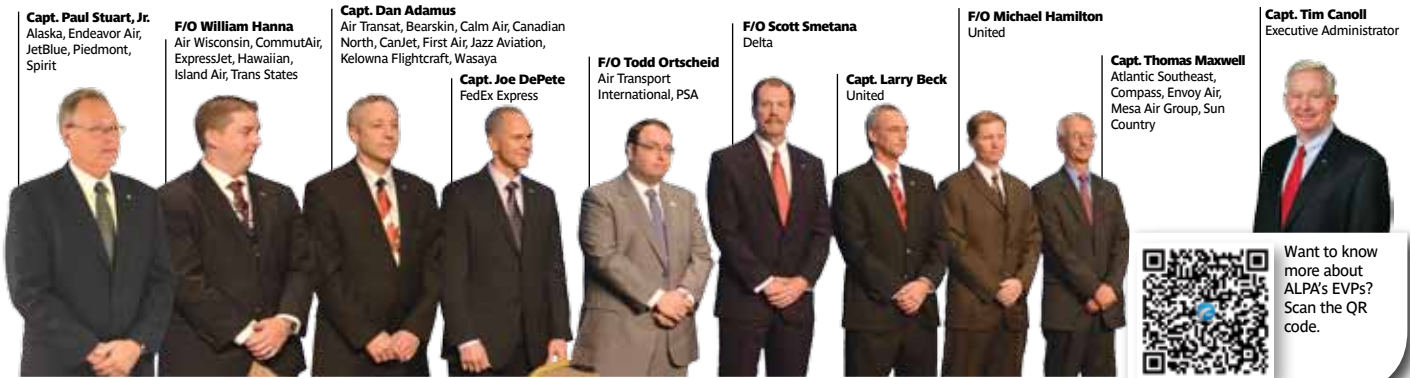
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ALPA Sudoku

(© 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 35.

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

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

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

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