

August 2015

AIR LINE PILOT

Official Journal of the Air Line Pilots
Association, International 

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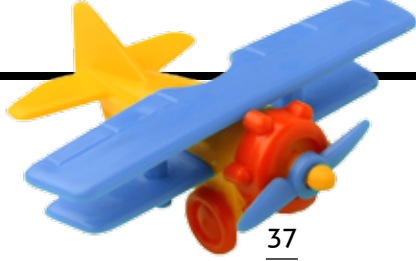
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ON THE COVER

In its latest white paper, *Keep America Flying*, ALPA presents a "flight plan" of reasoned and achievable policy solutions that will help keep America flying by maintaining safe and fair skies.

Cover illustration by Kelly Barrett.



Download a QR reader to your smartphone, scan the code, and read the magazine.

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TakingOff



Supporting Career Progression

Lori Garver, General Manager

Lori.Garver@alpa.org

Every day 10,000 baby boomers turn 65. It's a staggering number—and a transition that we all know will affect the future of the airline piloting profession. Boeing's 2015 Pilot and Technician Outlook projects that between 2015 and 2034, the world will require 558,000 new airline pilots—an increase of more than 4 percent compared to 2014 numbers.

It will take a combined, concerted community effort to sustain this growing need. To that end, ALPA continues to do its part. Our pilots advocate at the bargaining table and in the halls of Congress to ensure that the profession remains a strong and compelling one to those who are beginning their careers, those who are looking to advance to the next level, and those who will be the next generation of airline pilots.

Through recent workshops conducted by ALPA's Fee-for-Departure Committee and national resource coordinator and supported by ALPA staff, more than 200 ALPA members have taken advantage of interview training in Chicago, Ill.; Denver, Colo.; Houston, Tex.; and Washington, D.C., to help redefine their careers. About 125 members participated in the Alaska/ALPA open house, and more than 1,000 participated in the ALPA/United hiring webinar. And in the past 90 days, the new Fee-for-Departure website has logged nearly 20,000 views. Clearly, there is an

interest and a demand.

At the staff level, we, too, are not insulated from the retirements of baby boomers. More than 20 members of ALPA's professional staff will be eligible to retire in the next 18 months.

ALPA's dedicated staff team is second to none and works diligently to support our pilots every day. The foundation of our excellence is our institutional knowledge and professionalism. To ensure that knowledge and subject-matter expertise is passed down to the next generation, we also take transitioning and training very seriously. For example, ALPA hosts an annual continuing legal education seminar for attorneys in our Legal and Representation Departments so that they receive ongoing training to provide ALPA members with top-quality legal advice.

ALPA also has been focusing on staff training and hands-on mentorship as one generation passes the baton to the next. We will be increasing our efforts in this area over the coming years. As our employees retire, we want to ensure that their work experiences and knowledge are passed on to their team members who will continue to build upon their skills and professionalism.

ALPA has represented North American pilots and been the voice and conscience of the profession for more than eight decades. Sustained by the perseverance and dedication of its members and the staff who support them, one of our top priorities is to ensure that ALPA outlasts us all. ✉

"It will take a combined, concerted community effort to sustain this needed growth. To that end, ALPA continues to do its part."

The Habit of Excellence

“We are what we repeatedly do. Excellence, then, is not an act but a habit,” said American writer Will Durant in paraphrasing the Greek philosopher Aristotle’s view on virtue.

Airline pilots understand intuitively the need to repeat and practice the skills and characteristics that define success in our profession. Whether it’s repeating a specific flight maneuver until it becomes rote or applying the highest standards to the point they are routine, we value firsthand experience to make professional excellence second nature.

As testament, airline pilots spend hundreds of hours in a simulator over their careers. Under controlled circumstances, they see and react to an enormous range of possible scenarios to put into practice how to achieve the safest outcome for their passengers, cargo, and flight crew.

Every airline pilot has, for example, practiced a “V₁ cut” to train for an engine failure that occurs at the most critical moment during takeoff. Because of the serious consequences of improperly performing the maneuver if it should become necessary in real operations, pilots conduct it many times in simulators—during initial and upgrade training, as well as during recurrent check rides.

ALPA’s commitment to making excellence a habit of mind is one important reason our union is engaged in all aspects of pilot training. As just one example of this, ALPA was at the forefront of the FAA’s Aviation Rulemaking Committee on first officer training and qualification to help ensure that new rules, which were implemented in 2013, would be as strong as possible.

While ALPA members appreciate the importance of learning specific skills by performing them, we also recognize the importance of embodying a specific philosophy by practicing it.

For me, this fact never comes into more certain focus than during ALPA’s Air Safety Forum, when our union recognizes excellence in achievement through our annual awards. The examples of extraordinary professionalism and exceptionalism never cease to impress all who attend.

At ALPA’s 61st Air Safety Forum this year, F/O Helena Reidemar (Delta) became the first female ALPA member to receive the Air Safety Award for her dedication to enhancing safety by improving

pilot performance. Dr. Reidemar works alongside industry experts, scientists, and regulators responsible for setting the U.S. national direction in pilot training.

Capt. Darrin Dorn (Alaska) was recognized this year with ALPA’s top security honor for his efforts to advance aviation security through a specialized individual crewmember security program and a video series designed to enhance pilots’ situational awareness.

This year, it became clear that a habit of excellence can also emerge in a single action when ALPA honored Delta Capt. James Judkins and F/O Michael Oates with its Superior Airmanship Award. Our union recognized these pilots’ extraordinary efforts in performing an emergency landing in low visibility after a series of inflight electrical failures disabled several of the aircraft’s cockpit systems. The flight crew’s expert piloting safeguarded the lives of the more than 100 passengers and crewmembers aboard the aircraft.

In addition, Capt. David McKenney (United) received an ALPA Presidential Citation. Currently our union’s director of Pilot Training Programs, McKenney’s dedication has helped to ensure that pilot training constantly changes and adapts to the needs of today’s cockpit and flight environments.

ALPA recognized F/O Mark Crystal (ExpressJet) with its Outstanding Airport Safety Liaison Award for his efforts to advance the highest standards of aviation safety at Houston George Bush Intercontinental Airport.

Finally, our union named the Fort Lauderdale–Hollywood International Airport the 2014–15 Airport of the Year for its outstanding commitment to engaging with airline pilots during construction of its new south runway.

Aristotle wrote that “these virtues are formed in man by his doing the actions.” The habit of excellence is an acquired behavior. For more than eight decades, it is one that has been required by and of every ALPA pilot. ✕



Capt. Tim Canoll, ALPA President

Preflight

Airline Industry News

> DOMESTIC NEWS

✈ The House Transportation and Infrastructure Committee announced in early July that it's delaying the release of the proposed FAA reauthorization bill until early September. The current FAA authorization expires on September 30.

✈ The Hill reported that the Departments of State, Commerce, and Transportation announced a deadline of August 3 to submit "information and views on assertions that" Emirates, Etihad Airways, and Qatar Airways have been subsidized by their governments in a way that distorts competition with other airlines and violates U.S.

Open Skies agreements.

✈ Per *Avionics* magazine, in 2018 the FAA will begin using terminal sequencing and spacing software developed by NASA to help air traffic controllers better manage airspace within a 35-mile radius of equipped airports. Airports in Atlanta, Ga.; Charlotte, N.C.; Denver, Colo.; Houston, Tex.; Las Vegas, Nev.; Los Angeles and San Francisco, Calif.; Phoenix, Ariz.; and Seattle, Wash., are slated to receive the technology between 2018 and 2022.

✈ The FAA announced that it's partnering with the National Air Traffic Controllers Association on an 18-month

test program called the Safety Review Process. Through the test program, FAA employees in the Aircraft Certification Service can report safety concerns without fear of retribution.

✈ In late June, the Senate confirmed Coast Guard Vice Admiral Peter Neffenger as the Transportation Security Administration's new administrator. He was officially sworn into office on July 4, reported *The Washington Post*.

✈ Per the U.S. Bureau of Transportation Statistics, during the first three months of 2015, U.S. airlines took in \$1.6 billion from baggage and change fees, up 7.4 per-

cent from the same period last year.

✈ According to PRNewswire, Virgin America has been awarded Best Airline in North America for the first time, Best Low-Cost Airline in the United States for the fifth consecutive year, and Best Staff Service among North American



Airlines for the fourth consecutive year in the 2015 Skytrax World Airline Awards. Based on customer satisfaction surveys completed by participants in more than 105 countries, the survey covered 245 airlines, from the largest international carriers to smaller domestic airlines.

✈ The FAA announced that bird strikes at U.S. airports



The Sidebar

In this month's "Health Watch," we stray somewhat from our traditional write-up of "what ails you and how the FAA has weighed in on the topic." Achieving the same goal, we highlight a noteworthy app—especially for those who fly internationally for work (or for pleasure).

"Can I Eat This?" is a question we've all asked—because sometimes the unrecognizable dish is the most compelling one. Luckily for those who have issues with weak stomachs or with

trying new foods, the Centers for Disease Control and Prevention has developed an app—for airline pilots and travelers alike—that offers reassurance or caution about traditional foods around the world or that unfamiliar item on the menu. The free, easy-to-use "Can I Eat This?" app is available from Google Play and the Apple App Store. If you know of other apps that your fellow ALPA pilots would benefit from, please let us know at Magazine@alpa.org.

On another note, Jan W.

Steenblik, *Air Line Pilot's* technical editor, will retire on September 4 after 35 years of writing, editing, and taking photographs. His shared coverage of this year's Air Safety Forum (see pages 19-25), the summary of the Association's "Airline Pilot Shortage? Myths, Facts, and Solutions" Conference (see pages 28-29), his feature on ALPA's new accident investigation training (see pages 30-32), and his coverage of the Arsenal of Democracy World War II Victory Capital Flyover (see pages 35-36) are proof



of his consistent passion for aviation and his skills as a writer, editor, and photographer. Although Jan's byline will be missing from future editions of *Air Line Pilot*, his rich institutional knowledge and stories have been captured through the hundreds of articles he's written on behalf of all ALPA members.

We wish him the best of luck and a happy retirement.

Namaste,
Sharon B. Vereb
Editor in Chief

are increasing, rising "from 1,851 in 1990 to 12,003 last year." The agency noted that bird strikes have caused approximately "117,740 hours of aircraft downtime and at least \$187 million in direct monetary losses."

✈ *Time* magazine reported that on July 3 JetBlue became the first major U.S. airline to begin direct flights between New York City and Havana, Cuba, since the White House eased travel restrictions earlier this year.

✈ Per AAE Security Smart-Brief, the number of commercial drone permits the FAA has issued increased to 714 at the end of June, up from 51 permits issued through March. The agency is using temporary standards to evaluate permit applications; permanent rules won't be in place until next year.

✈ According to the *Denver Post*, United Airlines has chosen to locate all of its pilot training at its operations in Stapleton, Colo., selecting it over sites in Houston, Tex., and Chicago, Ill. The decision could save the airline more than \$80 million in upfront capital expenses. The Stapleton facility will be completely renovated to accommodate additional equipment and personnel.

> INTERNATIONAL NEWS

✈ According to *The Wall Street Journal*, Qatar Airways reported that the airline made a net profit of \$103 million in its last financial year, disclos-

ing for the first time a figure for its annual earnings.

✈ The *Financial Times* reported that Norwegian Air Shuttle is setting up a UK subsidiary, hoping to launch long-haul service by the end of 2016. Norwegian's CEO Bjørn Kjos said the airline has started the process to acquire an air operator's certificate from UK authorities.

✈ Per Reuters, China will invest \$80 billion in 193 major domestic aviation projects this year, according to the country's aviation regulator, to meet growing demand from travelers and to bolster growth of the world's second-largest economy.

✈ The International Air Transport Association announced that not all of its members may be able to meet the International Civil Aviation Organization's November 2016 deadline to implement improved tracking measures for airliners, noting that many older airplanes lack the hardware to allow easy tracking.

✈ The European Aviation Safety Agency recently met with the heads of security of the European Union members to discuss the growing threat of cyberthreats in the airline industry, reported *The Wall Street Journal*. Tony Tyler, director general of the International Air Transport Association, urged countries to share best practices for handling cybersecurity threats.

✈ *The Globe and Mail* reported that the Transportation

Safety Board of Canada is recommending that Transport Canada make child safety restraints mandatory on aircraft.

The recommendation stems from an investigation into a 2012 crash that resulted in the death of an infant who was ejected from his mother's arms.

✈ According to ArabianBusiness.com, several United Arab Emirates-based investment firms are interested in buying the billion-dollar company that owns Nice, Cannes, and San Tropez airports in the South of France, marking what would be the first time a Middle Eastern company has acquired a controlling stake in a European airports group.

✈ *The Wall Street Journal* reported that some fliers in Europe could soon be using digital tags to track their baggage from drop-off to pickup. Air France-KLM is testing prototypes of the tags.

Front Lines

➤ **Canoll Talks Contracts, Safety, and Advocacy with Pilots in Asia-Pacific Domiciles**
In June, Capt. Tim Canoll, ALPA's president, completed a seven-day tour of some of ALPA's council bases in the Asia-Pacific region, discussing a range of topics that affect ALPA pilots specifically at these bases as well



other ALPA members. Canoll visited Hawaiian Council 65 in Honolulu, United Council 173 in Guam, and FedEx Express Council 14 in Hong Kong. He spoke about collective bargaining, Open Skies agreements, the pilot pay shortage, and various safety-related topics.

Canoll participated in two Local Executive Council (LEC) meetings with Hawaiian Airlines pilots at their Master Executive Council (MEC) office. With the MEC preparing contract openers, he focused on current collective bargaining cycles in the industry and discussed the importance of closing the gap on pay rates between airlines—especially with several key negotiations going on or starting this year.

Canoll's next stop was United Council 173 in Guam, where he participated in a four-hour LEC meeting followed by a Family Awareness event. Discussion centered on the threats that U.S. airlines and pilots face from Persian Gulf carriers.

Canoll also talked about pattern bargaining and how it would affect the United pilots' next round of bargaining. The pilots concluded the



Capt. Tim Canoll, ALPA's president, meets with ALPA pilots in Asia-Pacific domiciles.

meeting by establishing a goal of having every Council 173 pilot contribute to ALPA-PAC.

Canoll's final stop was Hong Kong, where he attended the FedEx Express Council 14 meeting. He discussed cargo ramp operations within the security identification display area (SIDA), carrying lithium-ion batteries as cargo, and leveling the playing field in the global marketplace for both cargo and passenger airlines.

➤ **ALPA Hosts FFD Interview Workshops**

ALPA's national Fee-for-Departure (FFD) Committee recently hosted a series of pilot interview workshops in Denver, Colo.; Houston, Tex.; and Herndon, Va. Cage Marshall Consulting, an industry-leading professional interview consulting service, gave attendees important tips on pilot résumé preparation, completing an airline application, interview attire, networking, and background checks. Pilots also learned communication techniques to enhance their interview skills and common pilot-candidate errors to avoid.

Capt. Paul Ryder (Express-Jet), ALPA's FFD Committee chairman and national resource coordinator, said, "These workshops are a great start for pilots to begin preparing for success in their career-progression goals."

"I cannot thank ALPA or Cage Marshall Consulting enough for their hard work

in setting up this event," said Capt. John Bassett (Commut-Air), his pilot group's Master Executive Council (MEC) chairman and workshop attendee. "Cage Marshall Consulting utilized its many years of experience as mainline-carrier HR experts to teach participating ALPA pilots how they can best represent themselves in their résumés, their applications, and their interviews. I recommend that every ALPA pilot who is seeking new opportunities attend one of these events."

Cage Marshall is offering ALPA members discounts on interview-preparation packages. For \$425, pilots can receive one-on-one interview prep, an application and résumé review,

and the book *Checklist for Success: A Pilot's Guide to a Successful Airline Interview*, with follow-up preparation at no additional cost if the first interview is not successful. For \$399, pilots can get the one-on-one interview prep and the follow-up preparation, or for \$28.15 pilots can purchase a special two-book package: *Checklist for Success* and *Reporting Clear? A Pilot's Interview Guide to Background Checks & Presentation of Personal History*, both by Cheryl Cage.

In late June, the FFD Committee and the United pilots' MEC hosted a series of pilot hiring webinars for ALPA FFD pilots to learn critical information to enhance their experience in the pilot-selection process at United

Take Part in ALPA's Calls to Action

➤ **U.S. Open Skies Agreements**

Emirates, Etihad Airways, and Qatar Airways in the Persian Gulf have received more than \$42 billion worth of subsidies and other unfair benefits during the past 10 years. These carriers have almost 600 widebody aircraft on order and are expanding rapidly into markets currently served by U.S. airlines and their partners. If left unchecked, this government-sponsored competition will cost U.S. pilots thousands of jobs in the short term.

Ask the U.S. government to enforce U.S. Open Skies agreements with the United Arab Emirates and Qatar by opening consultations today. Visit

www.alpa.org/issues to take action.

➤ **Secondary Cockpit Barriers Legislation**

Bipartisan support for H.R. 911, the Saracini Aviation Safety Act, is increasing and ALPA needs your help to keep the momentum going. H.R. 911, introduced by Reps. Mike Fitzpatrick (R-Pa.) and Steve Israel (D-N.Y.), calls for the installation of secondary cockpit barriers on certain passenger airliners.

Join ALPA's Call to Action by going to www.alpa.org/issues and urging your federal legislators to cosponsor H.R. 911.





Washington, D.C., sightseeing tour bus with ALPA's ad campaign livery parks near the Lincoln Memorial.

Airlines. The first-of-its-kind hiring webinar was a huge success, as more than 1,100 ALPA pilots participated in the virtual classes. Attendees learned how to approach an interview and navigate the actual interview process and what life on the line is like at United Airlines.

For more information on upcoming interview workshops, webinars, and other career-progression opportunities, visit ALPA's FFD website at ffd.alpa.org.

➤ ALPA Talks NextGen, Safety at Global Aviation Symposium

In early June, Capt. Joe DePete, ALPA's first vice president and national safety coordinator, and ALPA's Engineering & Air Safety Department participated in panel discussions at the RTCA Global Aviation Symposium in Washington, D.C. Panelists discussed the safety perspectives of NextGen, as well as implementation challenges and current issues in the evolving U.S. national airspace system.

The RTCA Symposium is an annual event that brings

together hundreds of aviation leaders from around the world to examine current and emerging issues facing the aviation community.

➤ Washington, D.C.: This Is Your Captain Speaking

ALPA recently launched a new ad campaign in Washington, D.C., "This Is Your Captain Speaking," urging Congress to pass an on-time FAA reauthorization bill that puts safety first.

The campaign includes print and radio spots, digital ads, bus wraps, and the #FlySafeAmerica social media effort. F/O Chris Logan (Delta), a member of his pilot group's Government Affairs Committee, spotted ALPA's ad campaign on a bus during his recent visit to Washington, D.C., with his family.

➤ Known Crewmember Expands at DCA

The Transportation Security Administration (TSA) opened two additional Known Crewmember (KCM®) access points in late May at Ronald Reagan Washington National Airport (DCA), one in Terminal A and another in the Center Pier.

The TSA has now incorporated KCM into each of DCA's terminals and has expanded the hours of operation at the facility. KCM is currently operational at 60 airports with 50 airlines participating in the program.

For more information about KCM, go to www.knowncrewmember.org, or use the KCM tab on ALPA's smartphone app.

➤ U.S. President Recognizes United Pilot For Security Work

F/O Scott Graham (United), chairman of his pilot group's Master Executive Council (MEC) Security Committee, was recognized in late June by U.S. President Barack Obama for his tireless work to improve airline security through the Federal Flight Deck Officer (FFDO) program. Senior Transportation Security Administration officials presented Graham with a Presidential Citation on behalf of President Obama in a ceremony at Washington Dulles International Airport.

"F/O Graham's accomplishments are characteristic of our devoted group of ALPA volunteers at United Airlines," said Capt. Jay Heppner, the pilots' MEC chairman. "Over the years, Scott has worked countless days toward improving the safety and security of our skies. His efforts were instrumental in the development of the FFDO program in the post-9/11 era. We're proud of Scott's accomplishments,

and it's heartening to know that his deserved recognition is coming from the highest level."

➤ ALPA Attorneys Participate in In-House CLE

In late June, attorneys from ALPA's Representation and Legal Departments participated in a continuing legal education (CLE) seminar as part of the ongoing training they receive to help ensure that ALPA members receive top-quality legal advice.

The program was conducted at the Association's Herndon, Va., Conference Center and webcast so that ALPA attorneys in other cities could participate.

The three-day in-house seminar covered Railway Labor Act collective bargaining issues, news and trends that affect bargaining, laws and regulations governing unmanned aircraft systems, the status of the Affordable Care Act, an ethics overview and update, and recent case-law trends.

ALPA's CLE course is a cost-effective way for the Association's legal staff members to earn their CLE credits. In many U.S. states, annual CLE



Suzanne Kalfus, a senior attorney in ALPA's Legal Department, moderates the continuing legal education seminar.

participation is required for lawyers to maintain their bar/licensing status.

➤ Air Wisconsin Pilots Treat Employees for Golden Anniversary

To celebrate Air Wisconsin's 50th anniversary, the Air Wisconsin Master Executive Council (MEC) invited the airline's employees to a special lunch in June at the company's hangar in Appleton, Wisc. Joining the MEC in welcoming more than 275 employees was "Saint Vince," a fan favorite at Green Bay Packers games who raises funds for the Vince Lombardi Cancer Foundation. Air Wisconsin CEO Christine Deister presented a \$1,000 check to the foundation at the celebration.

Air Wisconsin began operations in 1965 flying a single DeHavilland Dove from Appleton to Chicago, Ill. It now has a fleet of more than 70 CRJ200s flying to 70 destinations across the United States and Canada. Air Wisconsin Airlines Corporation is the largest privately held regional airline in the United States.

The MEC also held its summer meeting in June at its office in Minneapolis, Minn. Staff from ALPA's Communications, Economic & Financial Analysis, and Representation Departments helped the MEC leaders update the pilots' strategic plan, with the assistance of Capt. Brian Florence (United), ALPA's national Strategic Planning and Strike Committee chairman. The pilot group has been in contract negotiations for more than five years.



Capt. Chris Suhs (Air Wisconsin), MEC chairman, left, with "Saint Vince," center, and Capt. Jim Anderson (United), a member of ALPA's national Strategic Planning and Strike Committee, right.

➤ Sun Country MEC Chairman Updates MSP Airport Board on Negotiations

Capt. Brian Roseen, the Sun Country pilots' Master Executive Council (MEC) chairman, attended the June meeting of the Minneapolis-Saint Paul International Airport (MSP) Metropolitan Airports Commission (MAC) board to brief the airport commissioners on the status of the pilots' contract negotiations.

The airline occupies the most gates at MSP's Terminal 2, and MAC has been concerned about the airline's future after owner Marty Davis threatened to shut down the airline rather than raise pilot pay to the industry average. Sun Country has the lowest-paid scheduled-service B-737 pilots in the United States.

Despite threats, Roseen said there's been no sign of a shutdown. "We've recently learned that the airline plans to grow to 22 airplanes this winter, and the company plans to hire pilots to fly

those new airplanes. We see this as a positive sign," he told MAC commissioners. The pilots have asked the National Mediation Board to schedule more mediation sessions to conclude negotiations. Meanwhile, the airport board has authorized a \$27 million Terminal 2 expansion project.

➤ Envoy Air Negotiating Committee Attends Training

The newly elected Envoy Air Negotiating Committee—chairman F/O Michael

Schneider and committee members Capt. Rob Ross, F/O Enrico Onnis, and Capt. Jeff Leather—were joined by F/O Sam Pool, the pilots' Master Executive Council (MEC) chairman, and Capt. Jamie Funderburk, MEC vice chairman, for an intensive two-day Negotiator Training Seminar at ALPA's Herndon, Va., headquarters in late June. The new negotiators heard presentations from the General Manager's Office and the Communications, Economic & Financial Analysis, Legal, and Representation Departments about the negotiating process, strategic planning, and the resources and support that ALPA provides its members.

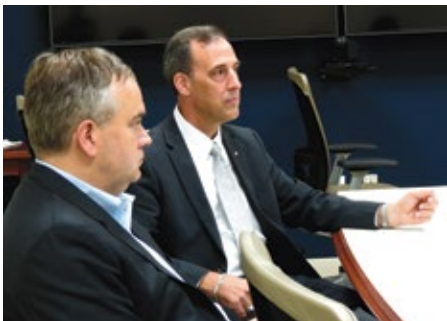
➤ JetBlue MEC and Company Execs Meet

The JetBlue Master Executive Council (MEC) held its quarterly meeting at ALPA's Herndon, Va., offices in early June. JetBlue CEO Robin Hayes and Executive Vice President Jeff Martin joined the MEC for informal discussions and were given a tour of the building and a briefing on ALPA positions and resources



From left: Envoy Air pilots Capt. Rob Ross, F/O Enrico Onnis, F/O Michael Schneider, and Capt. Jeff Leather discuss the role of ALPA's Economic & Financial Analysis (E&FA) Department with Ana McAhron-Schulz (E&FA director), Alicia Alfieri (E&FA analyst), Wayne Klocke (senior labor relations counsel), and F/O Sam Pool.

Bottom photo: Chris Weaver



JetBlue CEO Robin Hayes, left, and Capt. Jim Bigham, MEC chairman, during the June meeting.

➤ Check Out Leadership From the Cockpit

Want the latest information from ALPA on what it's doing to defend and promote the airline piloting profession? Check out the Association's blog, *Leadership from the Cockpit*, part of ALPA's ongoing efforts to give members new ways to keep current with everything the Association is doing.

Go to leadershipfromthecockpit.com to subscribe to the blog and receive notifications and updates by e-mail.

➤ Sign Up to Become a District Advocate

ALPA is looking for volunteers who are interested in promoting the union's pilot-partisan agenda and want to serve as representatives to their local congressional offices. Volunteers should be willing to schedule and conduct in-district advocacy visits with their members of Congress.

If you think you have what it takes, e-mail GovtAffairs@alpa.org to sign up for upcoming district advocate training. The training webinar lasts an hour, and topics include the structure of ALPA's grassroots program, how to set up and conduct local congressional visits, and a briefing on current pilot-partisan issues. A computer with Internet access and a phone to dial in to a toll-free number are required.

Become a district advocate

and be a part of enacting pro-pilot legislation that will better your career and the careers of future airline pilots.

➤ Give Me Five Campaign Extends New Challenge

Thanks to the many ALPA members who have donated to Pilots for Pilots (P4P) as part of this summer's Give Me Five campaign. For anyone who has yet to contribute or wishes to make another donation, P4P has a new challenge to issue.

An ALPA pilot who wishes to remain anonymous says he will match new donations, dollar for dollar, if P4P can raise at least \$5,000 between now and August 31. The generous benefactor indicates that this offer is good for new contributions up to \$10,000.



Double your giving power by making a donation today. Visit www.alpa.org/givemefive and chip in at least \$5. Remember

that P4P provides ALPA pilots and their families with financial grants for the immediate, extraordinary expenses generated by widespread disasters. Visit the website to learn more.

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

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

by ALPA General Manager Lori Garver and other ALPA staff. They also met with Capt. Tim Canoll, ALPA's president.

The MEC ended its quarterly meeting at ALPA's Washington, D.C., offices and wrapped up the trip with visits to congressional leaders on Capitol Hill.

➤ Banner School Year For ALPA's Education Committee

ALPA's Education Committee had a successful 2014–2015 school year.



Pilot volunteers conducted more than 100 presentations at grade schools, colleges, and community events. Through these efforts, students are inspired and encouraged to become airline pilots.

ALPA's Education Committee is dedicated to helping promote ALPA and the airline piloting profession to those interested in a career in aviation and to ensuring that the next generation of pilots is prepared to join the ranks of ALPA members. Scan the QR code to read more about the committee and how you can get involved.



➤ Picture This

Imagine your photo on the cover of *Air Line Pilot*. Or inside the magazine. Or in a video production.

That could happen if you share with us 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 taken by your DSL, etc., 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.

Want 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-oriented photo. *Please remember to adhere to FARs or CARs and company policy, including regulations regarding using personal wireless devices in the cockpit, 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.



Mailbag

The Mighty Hercules

Having served six years' active duty in the USAF and five years in the Air Guard and having more than 3,000 hours in the C-130 Hercules, I love to read stories about the mighty Hercules. Thank you for the electronic copy of the summer edition of the *Northern Navigator*. I will add it to the many other books and articles I have collected over the years on the Hercules and will probably make a hard copy for my collection.

*Capt. Jon H. Lienemann
(Northwest, Ret.)*

Before becoming a Delta

pilot and ALPA member, I had the privilege of piloting EC-130s in the U.S. Navy for the VQ Tacamo mission. It's always a pleasure to see C-130s anywhere and everywhere at work, flying point, on mission.

*Capt. Scotty Davis (Delta;
Commander, USNR, Ret.)*

ALPA "Key Man"

Marion Kroha George, my aunt, was married to Hal V. George, who died in an airline accident in 1932 as a pilot on a mercy flight. Family lore tells me that he was one of the

organizers of ALPA.... He flew for Transcontinental Air Transport in the early years of airline flying. I would appreciate your checking your archives for any information on him.... Also, [I've included] an original copy of the first edition of *Air Line Pilot* for your archives.

John Kroha

Editor's note: In July 1931, in what George Hopkins, ALPA's unofficial historian, in *Flying the Line* called "the convention of 'Key Men,'" ALPA held the last in a series of organizational meetings. ALPA was originally a secret organization of Key Men,

whose names were omitted in ALPA's early records for risk of being identified by the airline for which each Key Man flew. Each airline whose pilots ALPA represented had a Key Man. Capt. Hal George was the Key Man for Transcontinental & Western Air. George is referenced in *Flying the Line*, and the tragic accident that led to his death is recounted on pages 59 and 60.

Thank you for sending us the first issue of *Air Line Pilot*. For being 84 years old, it's in amazing condition. It will be a focal point of our archives.

In Memoriam

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

2011	Capt. Alton G. Graham	Delta	April	Capt. Michael E. Montamat	Atlantic Southeast	May		
Capt. Ray C. Gerber	Pan American	July	Capt. Gary H. Grubb	US Airways	April	F/O Jack B. Moser	TWA	May
2014	Capt. William M. Hay	Delta	April	Capt. Gerald B. Moore	Jazz Aviation	May		
Capt. Samuel A. Staples	United	January	F/O William Hemmens	FedEx Express	April	Capt. Richard B. Nellis	Eastern	May
Capt. W.A. Lybeck	Northwest	April	Capt. Paul C. Olson	TWA	April	Capt. Bernard C. Nowlen	Flying Tigers/ FedEx Express	May
Capt. Troy C. Usher, Jr.	Northwest	April	F/O R.M. Roth	Pan American	April	Capt. Eugene D. Olson	Flying Tigers/ FedEx Express	May
Capt. Thomas F. Bramley	Endeavor Air	September	F/O William Harry Seamans	Flying Tigers	April	Capt. David R Peterson	Northwest	May
Capt. Charles E. Mitchell	US Airways	October	F/O Gary L. Sutton	Delta	April	Capt. Dean W. Pressgrove	United	May
S/O Robert G. Cathcart	TWA	November	Capt. John D. Andrews	Northwest	May	Capt. Marvin B. Ritchie	Northwest	May
Capt. Albert A. Underwood, Jr.	United	December	Capt. Philip G. Baron	United	May	F/O Thomas J. Shaw	United	May
2015	Capt. Eugene S. Caverly III	Delta	May	Capt. Frank Shine, Jr.	America West	May		
Capt. Sanford F. Dunning, Jr.	United	January	F/O Thomas S. Coffman	Eastern	May	Capt. William G. Silvester	United	May
Capt. Robert L. Harmon	Envoy Air	February	Capt. Donald B. Collins, Sr.	Delta	May	Capt. Jack P. Smith	Delta	May
Capt. Arthur Lorentz	TWA	February	Capt. William T. Collins	United	May	Capt. J.W. Strong	Eastern	May
Capt. Warren J. Clark	Seaboard/ Flying Tigers	March	Capt. Kevin P. Cook	JetBlue	May	Capt. Frank C. Triolo	Delta	May
F/O Wayne L. Prock	TWA	March	Capt. Hugh B. Craig	Delta	May	Capt. Howard J. Tyson	Eastern	May
Capt. George D. Solomon	Northwest	March	Capt. Vernon F. Dehmer	Northwest	May			
Capt. Richard A. Angelo	Northwest	April	Capt. W.F. Fieldsa	Delta	May			
Capt. J.W. Bateman	Pan American	April	Capt. Gilbert M. Geurin	Eastern	May			
Capt. R.D. Brown	Delta	April	Capt. James P. Goodson	United	May			
Capt. William A. Duncan, Sr.	Delta	April	Capt. Herbert M. Hortman	United	May			
Capt. Floyd W. Eppinette	Eastern	April	Capt. James J. Kingman	United	May			
			Capt. Robert L. Livingston	FedEx Express	May			
			Capt. Craig J. McGarraugh	Alaska	May			

Compiled from information provided by ALPA's Membership Administration Department

On Investing

To read the latest issue of *On Investing* 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

As of July 10, 2015, the Election Ballot and Certification Board certified elections results for the following local councils:

- FedEx Express 22 F/O Fred D. Galey, Secretary-Treasurer (Seniority Block #13 Rep)
- Mesa 87 F/O Albane V. Koenig, Vice Chairman (F/O Rep)
- Endeavor 128 Capt. Michael J. Sederlund, Secretary-Treasurer

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of July 24:

Air Transat—A notice to bargain was filed on Dec. 30, 2014. Negotiations continue.

Air Transport International—A Section 6 notice was received on Dec. 5, 2014. Negotiations are under way.

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

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

Delta—A Section 6 notice was filed on April 6. Pilots and management reached a tentative agreement on June 4. On July 10, the pilots rejected the tentative agreement.

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 Jan. 14, 2014. 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. On Sept. 15, 2014, the FedEx Master Executive Council and management reached tentative agreements on 20 of 31 sections of the collective bargaining agreement. On Oct. 31, 2014, the company filed an application for mediation. Remaining sections include work rules, retirement, insurance, training, compensation, and duration. Mediation continues.

Hawaiian—A Section 6 notice was filed on Feb. 17, 2015. Negotiations continue August 10–13.

JetBlue—A Section 6 notice was filed on March 2, 2015. Negotiations continue August 24–26.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. A tentative agreement was reached on July 24.

Spirit—A Section 6 notice was filed on April 28, 2015. Negotiations are under way.

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

Trans States—A Section 6 notice was filed on May 28, 2015.

Caption This! And the Winners Are...

Thanks to all those who submitted captions for "The Landing: Caption This" in the March issue.

After carefully reviewing all of the submission, Air Line Pilot has selected the following winners and honorable mentions.

Did your caption make the grade?

PHOTO 1



Winner:

This full-disclosure thing has gotten completely out of hand.

—SUBMITTED BY CAPT. BRAD FOX
(DELTA, RET.)

Honorable Mention:

Feeling pressured to justify the expense of their new industrial-sized label maker, the Marketing Department gets to work.

—SUBMITTED BY CAPT. MICHAEL
STIBER (ISLAND AIR)

PHOTO 2



Winner:

Instructions for posting information board: If flight is delayed, you must indicate some reasons.

—SUBMITTED BY S/O ROBERT KLINE
(TWA, RET.)

Honorable Mention:

Always keep passengers accurately informed.

—SUBMITTED BY F/O ERIC HARTMAN
(UNITED)

PHOTO 3



Winner:

What do you mean the company just announced plans to merge with Canine Air?

—SUBMITTED BY CAPT. MICHAEL
STIBER (ISLAND AIR)

Honorable Mention:

Excuse me, but I ordered the fish!

—SUBMITTED BY F/O MIKE
STRASBERG (DELTA)

Airfares

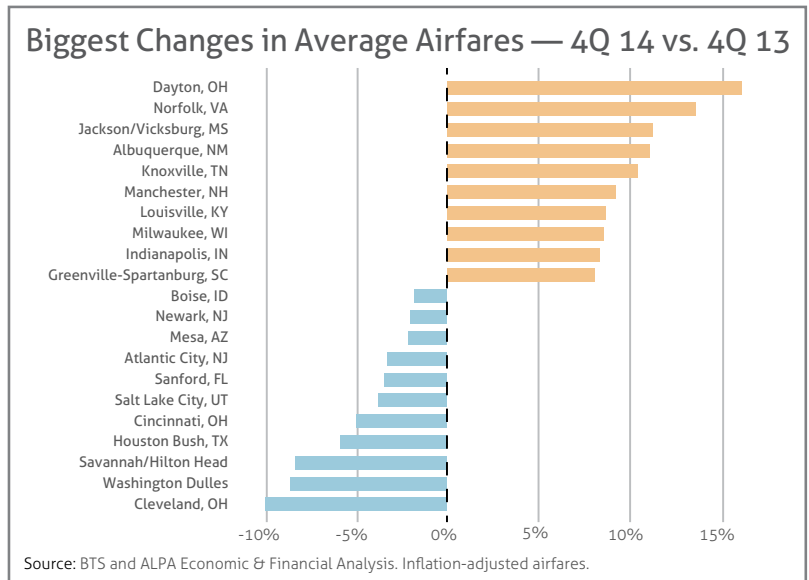
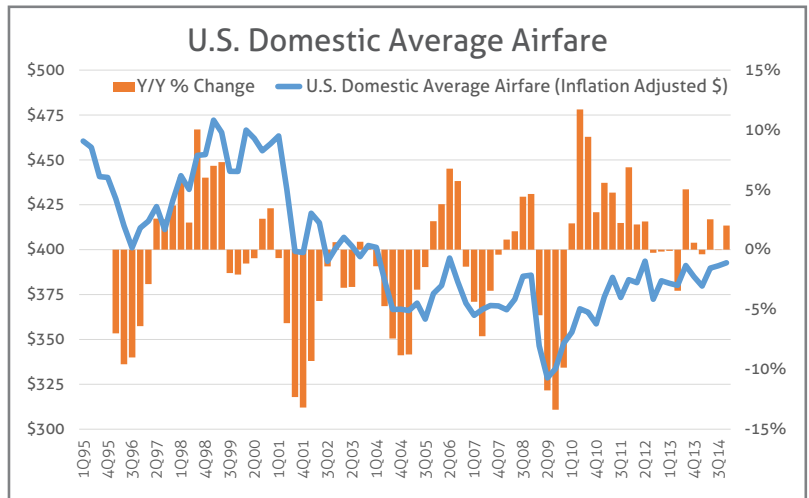
The Bureau of Transportation Statistics (BTS) recently released the latest data on the average cost of U.S. domestic airfares. Airfare information is collected for U.S. domestic flights and includes the price paid at the time the flight is purchased. It does not include any additional fees collected at the airport or on board the flight. Data for the fourth quarter of 2014 show that the average U.S. domestic airfare was \$392.66, a 2 percent increase from the fourth quarter of 2013 on an inflation-adjusted basis.

While airfares have been increasing in recent quarters, they are down nearly 17 percent from their peak in the first quarter of 1999, when they averaged \$472.10 in 2014 dollars. The low point in fares occurred in the second quarter of 1999 during the recession.

Flights originating from Dane County Regional Airport in Madison, Wisc., had the highest average fare of \$505 in the fourth quarter of 2014, while originating flights from Orlando Sanford International Airport in Orlando, Fla., had the lowest average fare of just \$99. Madison's fare was nearly 30 percent more than the U.S. average of \$393, while Sanford's fare was nearly 75 percent less.

Flights from Dayton International Airport in Dayton, Ohio, had the biggest change in average fares in the fourth quarter of 2014 from the previous year. Fares originating from that airport increased more than 15 percent. Flights from Cleveland Hopkins International Airport in Cleveland, Ohio, had the biggest decline in average fares, nearly 11 percent from a year ago.

A number of specific city pair routes have seen some dramatic changes in fares as well. According to the BTS, the routes to the right had the biggest changes in airfares from the fourth quarter of 2013 to the fourth quarter of 2014. Several of the routes with the biggest fare increases originated from Hartsfield-Jackson Atlanta International Airport in Atlanta, Ga. But because of the airport's size, those increases were mitigated by other route fare changes. In contrast, Dayton International Airport and Norfolk International Airport in Norfolk, Va., are relatively small. Increases in fares on routes that go through these airports have a greater effect on the cost of the average airfare. So it's not surprising that these two airports had the biggest increases from a year ago.



Routes with Biggest Change in Average Airfare 4Q 14 vs. 4Q 13

City 1	City 2	Y/Y % Change
Atlanta, Ga.	Norfolk, Va.	41.6%
Omaha, Neb.	Washington, D.C. (Metropolitan Area)	32.9%
Atlanta, Ga.	Memphis, Tenn.	49.0%
Atlanta, Ga.	Louisville, Ky.	67.5%
Atlanta, Ga.	Dayton, Ohio	44.4%
Madison, Wisc.	Washington, D.C. (Metropolitan Area)	54.3%
Dayton, Ohio	Los Angeles, Calif. (Metropolitan Area)	32.7%
Norfolk, Va.	San Francisco, Calif. (Metropolitan Area)	36.9%
Salt Lake City, Utah	San Francisco, Calif. (Metropolitan Area)	-30.8%
Boston, Mass.	Detroit, Mich.	-33.7%
New York City, N.Y.	Savannah, Ga.	-35.2%
Cincinnati, Ohio	Dallas/Fort Worth, Tex.	-34.5%
Denver, Colo.	Memphis, Tenn.	-37.0%
Cleveland, Ohio	Raleigh/Durham, N.C.	-38.0%
Fargo, N.D.	Phoenix, Ariz.	-34.2%
Cedar Rapids/Iowa City, Iowa	Phoenix, Ariz.	-30.2%
Phoenix, Ariz.	Wichita, Kans.	-37.9%

MARKETWATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	6/30/14	6/30/15	% CHg.
Virgin America	Virgin America, Inc. ¹	NASDAQ: VA	N/A	\$27.48	N/A
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$10.85	\$20.76	91.3% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$13.71	\$23.75	73.2% ▲
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$4.17	\$6.61	58.5% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$47.29	\$64.43	36.2% ▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$41.07	\$53.01	29.1% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$8.37	\$10.49	25.3% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc. ²	NASDAQ: SKYW	\$12.22	\$15.04	23.1% ▲
FedEx Express	FedEx Corporation ³	NYSE: FDX	\$151.38	\$170.40	12.6% ▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$38.72	\$41.08	6.1% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$63.24	\$62.10	-1.8% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$42.96	\$39.94	-7.0% ▼
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$22.61	\$20.22	-10.6% ▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$9.49	\$8.05	-15.2% ▼

¹Virgin American, Inc. began trading on the NASDAQ on Nov. 14, 2014, at \$30. There is no data available for June 30, 2014.

²SkyWest, Inc., announced a \$0.04 dividend on June 26, 2015.

³FedEx Corp. announced a \$0.25 dividend on June 16, 2015.

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LIBERAL, OR SOMEWHERE IN
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WHAT SIDE OF THE AISLE
THEY'RE ON, AS LONG AS
THEY'RE ON OUR SIDE.**

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WWW.ALPA PAC.ORG**

Disclaimer: The descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, senior administrative and professional staff personnel, and their immediate family members living in the same household are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. ALPA members may learn more about ALPA-PAC and about contributing to ALPA-PAC by entering the members-only portion of www.alpa.org.



A member service of Air Line Pilot.

“We’ve agreed to disagree, and I think this now belongs with governments, not CEOs. We can compete with airlines; we can’t compete with countries.”

—said American Airlines CEO **Doug Parker** about discussions with Emirates, Etihad Airways, and Qatar Airways regarding government subsidies that these Persian Gulf airlines have received that allow them to compete unfairly in the global marketplace

“Overall, completed NextGen improvements have delivered more than \$1.6 billion in benefits since 2010. During the next 15 years, we estimate additional benefits from these same improvements will be worth more than \$11 billion.”

—wrote **Edward Bolton, Jr.**, the FAA assistant administrator for NextGen, in the National Air Traffic Controllers Association’s *NextGen Now*, Volume 1, Issue 4

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

“We will establish a stable, self-sustaining, and fair user fee funding structure for ATC, removed from the budget process and the annual appropriations cycle, and free from the funding uncertainty, political meddling, and bureaucratic red tape that have plagued FAA and ATC services for years.”

—remarked Rep. **Bill Shuster** (R-Pa.) during a June speech before the Aero Club of Washington regarding drafting legislation that would separate the nation’s air traffic control system from the FAA

“Their use is on the rise, and we must do something soon—not after a plane crashes. The FAA should use its authority to do what I asked months ago: ban green, long-range, high-powered laser pointers once and for all. They’re quickly becoming the weapon of choice for those who want to harass our pilots and should be abolished.”

—said **Sen. Chuck Schumer** (D-N.Y.) in a *New York Post* article

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 AIRLINES TEAMS UP WITH THE CHICAGO URBAN LEAGUE TO FLY LOCAL STUDENTS TO CHINA

United Airlines and the Chicago Urban League, along with the China-United States Exchange Foundation, is leading Chicago high school students on an educational, cultural, and social trip through China.

More than 20 Chicago students are spending two weeks of their summer vacation taking in the sights, sounds, and cultures of Beijing, Shanghai, and other Chinese cities. Students from more than 18 Chicago public and charter schools completed a rigorous application and nomination process in order to be selected for the trip.

"As a global airline, we connect people with places and experiences every day, but as Chicago's hometown airline, it is especially meaningful to connect this group of amazing students with this once-in-a-lifetime trip," said Brett Hart, executive vice president and general counsel for United and a member of the Chicago Urban League's Board of Directors.

United supports hundreds of organizations across the country that provide opportunities for youth, connect communities with arts and culture, work to improve lives through health and education, and improve the environment. United's 14,400 Chicago-based employees offer their time, talents, and energy to make an impact in their communities.

AIR TRANSAT VOTED NORTH AMERICA'S BEST LEISURE AIRLINE

For the fourth consecutive year, Air Transat has been voted the Best North American Leisure Airline in the 2015 Skytrax World Airline Awards. A global benchmark of airline excellence, travelers from across the globe take part in the world's largest airline passenger satisfaction survey every year to pick the winners.

"We are extremely honoured to receive this international award for the fourth year in a row," says Jean-François Lemay, Air Transat's general manager. "Thanks to the exceptional work of its employees who are constantly evolving in an industry fraught with challenges, Air Transat has shown itself to be a leader in the global airline industry. The fact that passengers themselves recognize that fact is very gratifying for us," adds Lemay.

DELTA AMONG TOP U.S. BLOOD DONORS

Delta employees and retirees have collectively donated 6,642 pints of blood to the American Red Cross during the 2015 blood year, which ended June 30.

During the blood year, donations were received at 22 sites throughout the system, making Delta one of the largest corporate blood donors in the United States.

Each pint of blood has the potential to save three lives. The pints are collected, tested, processed, stored and distributed by the American Red Cross in the local communities.

Delta donated 6,087 pints of blood in 2014.

FEDEX EXPRESS NABS PRESTIGIOUS AWARD

FedEx Express was recently named Best Express Operator at the 2015 Asian Freight, Logistics, and Supply Chain Awards in Hong Kong.

Held annually, the industry awards honor the organizations that demonstrate leadership and consistency in service quality, innovation, customer relationship management, and reliability in their fields.

FedEx recently was named among the most reputable companies in the world in the Reputation Institute's annual Global RepTrak 100 list published in *Forbes* magazine.

Earlier this year, the company was ranked highly in *Fortune* magazine's "Most Admired Companies" survey, as well as coming first in the delivery-industry category.

‘WE ARE INVOLVED, WE ARE PREPARED & WE ARE DEDICATED’

AT ALPA’S 61ST AIR SAFETY FORUM

By ALPA Staff

Just about every single safety and security measure you take when flying an airplane—whether you’re carrying passengers or cargo, no matter what type of aircraft you fly—likely started from an idea and then took shape through discussion and debate. Today’s ideas can become tomorrow’s policy and regulations. Read on for coverage of the ideas discussed and debated at ALPA’s 61st Air Safety Forum, “Keep America Flying: A Flight Plan for Safe and Fair Skies,” and visit safetyforum.alpa.org for additional forum news and highlights.

ALPA’s 61st Air Safety Forum opened on July 22 with keynote presentations from Capt. Tim Canoll, ALPA’s president, and Rep. Peter DeFazio (D-Ore.), the ranking member of the U.S. House Transportation and Infrastructure Committee.

Capt. Joe DePete, ALPA’s first vice president and national safety coordinator, moderated the session, welcoming and thanking the nearly 450 attendees for their attendance and participation.

Canoll spoke about the extreme importance of ALPA’s Air Safety Organization and the work the Association does in the areas of safety, security, and pilot assistance. “As airline pilots in the United States and Canada, it’s up to us to ensure that the airspace in North America is safe and secure,” he proclaimed.

Canoll highlighted ALPA’s priorities in the upcoming FAA reauthorization, including the six characteristics needed for a safe, efficient, and effective air traffic

control system. He followed that list with ALPA’s remaining “top 10” priorities for the bill, including regulations on transporting lithium batteries, NextGen funding, remotely piloted aircraft (RPA), secondary cockpit barriers, and maintaining safety regulations.



CAPT. JOE DEPETE, ALPA FIRST VICE PRESIDENT

control system. He followed that list with ALPA’s remaining “top 10” priorities for the bill, including regulations on transporting lithium batteries, NextGen funding, remotely piloted aircraft (RPA), secondary cockpit barriers, and maintaining safety regulations. Canoll also warned of the need for fair skies, especially as it relates to the threat of state-owned enterprises such as those in Qatar and the United Arab Emirates. “Our careers depend on success in that arena,” he said. He spoke about ALPA’s newest white paper, *Keep America Flying: A Flight Plan for Safe and Fair Skies*, which outlines challenges facing the airline industry and presents reasoned and achievable policy solutions that will enhance aviation safety and provide a stronger environment for U.S. airlines and their employees.

Canoll reminded pilots, “We are involved, we are prepared, and we are dedicated—and because of that we continue to be the voice for airline pilots.” He debuted



ALPA’s newest video, which presents a “by-the-numbers” look at the positive effect pilots and ALPA have had on the industry. “Your dedication to your profession is unmatched,” Canoll insisted, “and the entire aviation system is better, safer, and more secure because of your efforts.”

Canoll then introduced DeFazio, a key player in the upcoming reauthorization. DeFazio told attendees, “You are here at a very important time,” and admitted that part of the reauthorization process is “to solve the problem of Congress.” He outlined his concerns with the FAA past and present and explained the two models for a new air traffic organization currently being discussed: a nonprofit corporate model and a freestanding government entity.

While DeFazio stated that the Constitution prohibits delegation to a private authority, he explained that some on the committee are discussing a way to “develop a 21st-century, constitutionally chartered model” that would allow freedom of movement and wouldn’t entail restricting oversight by another department.

He cautioned as well, “There is always going to be pressure from people who look solely at the profit side,” mentioning areas such as first officer qualifications, science-based fatigue rules, and RPAs, but promised that he would fight to ensure safety is maintained.

As will ALPA and its Air Safety Organization. Because, as Canoll reminds, “There’s more to do.”

FORMER INTELLIGENCE DIRECTOR RECOUNTS DAYS OF COMBATTING TERRORISM

Cofer Black served as ambassador-at-large and as the director of the CIA Counterterrorism Center (CTC) in the days before and after 9/11 and spent much of his career working in field operations in Africa, the Middle East, and South Asia. As ALPA's Air Safety Forum opening-day luncheon keynote speaker, he recounted some of his experiences while discussing sources of terrorism and their evolving nature.

Black described his participation as a field officer in tracking and helping to apprehend noted terrorist Carlos the Jackal in Khartoum, Sudan. He observed that the U.S. government was slow to fully engage the military because counterterrorism was seen as more of a law enforcement issue. At the time Black became CTC director, Hezbollah was considered the biggest terrorist threat to the United States.

"I came into this game late in my career," said Black, adding, "I had been doing counterterrorism as a key element in all of my tours overseas; but increasingly as I went along, I found myself doing more and more of it."

The son of a former Pan Am B-747 captain, Black recalled al-Qaeda's attack on the *USS Cole* in October 2000 and all of the intelligence indicating that a much larger strike was imminent. "Osama bin Laden publicly declared war against the United States. Of great concern to



COFER BLACK, EX-DIRECTOR OF THE CIA'S CTC

us was that, in his crusade, he considered civilians to be enemy combatants, and they were to be targeted just like military personnel," Black noted.

The former CTC director shared his personal experiences working with U.S. President George W. Bush and CIA Director George Tenet to respond to the events of 9/11 and explained how he oversaw the immediate worldwide retaliation against al-Qaeda.

Now the vice president of Raytheon Blackbird Technologies, Black discussed the emerging terrorism paradigm. He talked about ISIS and other terrorist groups, their use of "lone wolf" tactics, and the need for pilot vigilance because the airline industry remains at risk. Today's terrorist community is effectively using the news media to communicate its positions and recruit members around the globe. Black described the Internet as the "new command center for terrorists" and talked about the new challenges that confront the U.S. intelligence community, conceding, "It's the world we have now. We have to be clever."

"SAFETY SHOULD BE 'EVERYWHERE'" AT NASA AERONAUTICS RESEARCH MISSION DIRECTORATE

Dr. Jaiwon Shin, NASA associate administrator for the Aeronautics Research Mission Directorate (ARMD), gave the closing keynote address on the first day of the Air Safety Forum with a look at "where NASA ARMD has been, but more importantly where we want to go in the next hundred years." He spoke of the three pillars of NASA research—safety, efficiency, and performance—highlighting the importance NASA puts on safety. "Safety should be 'everywhere,'" he insisted.

Shin discussed the effect aviation has had on the U.S. economy and the growing global aviation market, particularly in the

Asia-Pacific region. He noted how the world's population is moving toward larger cities, pointing out the future need to connect these cities—asking rhetorically how this might be done.

Shin presented NASA's "vision for the 21st century," keying on results that are "global, sustainable, and transformational."

He concluded with a discussion on NASA technologies—past, present, and future—that are having (and hopefully will have) a positive effect on the aviation industry. He discussed transferred precision departure release capability, which tests show reduce departure delays, and advancements in flight deck technology to provide "unprecedented increased levels of safety and performance." Future research, he said, will focus on low-carbon propulsion and a traffic management system for low-altitude use of remotely piloted aircraft, among other things. With this research, Shin asserted, "Our goal is safety."



DR. JAIWON SHIN, NASA

TSB CHAIR DISCUSSES ACCIDENT INVESTIGATION EVOLUTION

Kathy Fox, chair of the Transportation Safety Board (TSB) of Canada, provided the morning's keynote speech on the closing day of ALPA's Air Safety Forum, discussing the board's "Watch List" of safety concerns and the manner in which aircraft accident investigations have evolved to better determine the causes of events.

Of the various TSB Watch List priorities, three items address aviation:

1. The risk of approach-and-landing accidents, with special attention given to unstable approaches.
2. The risk of runway collisions. (There is approximately one runway incursion a day in Canada, although "most of these are benign," said Fox.)

3. Safety management and regulatory oversight—more specifically, ensuring that airlines implement formal, effect safety management processes.



KATHY FOX, TRANSPORTATION SAFETY BOARD OF CANADA

Fox observed that over time the focus of accident investigations has shifted from mechanical failures to crew decision-making and human factors concerns. She discussed a 2011 First Air B-737 accident near Resolute, Nunavut, and a 2012 Perimeter Aviation Metro-liner accident near Sanikiluaq, Nunavut, examining contributing factors and why crews involved in accidents make the decisions they do.

“At the TSB, we are very careful not to assign blame or fault because pointing fingers and blaming people doesn’t do anything to prevent the next accident,” said Fox. “Understanding the operating context

does. Identifying the underlying safety issues does.”

She then described an incident involving a Sunwing B-737 involved in a morning takeoff from Toronto Pearson International in 2011 in which the crew successfully managed an erroneous stall warning, an operational condition later addressed in a Boeing advisory. Sunwing delayed reporting the incident because those responsible didn’t see the value. Fox

acknowledged that at night or in poor weather, the outcome of this event could have been significantly different and that information describing what happened could prevent another incident or accident.

In closing, the TSB chair suggested that greater access to cockpit voice recordings, in a nonpunitive environment, with appropriate protections against misuse, would greatly contribute to the board’s ability “to better understand what and why events occur.” She added that greater access to these recordings would need to be legislated to properly protect those involved, but that providing this additional information would improve Canadian aviation’s safety culture. ✈

PANEL DISCUSSIONS ON KEY TOPICS

In addition to keynote speakers, the Air Safety Forum included seven panel discussions over the two-day event: *Cargo Safety Performance and Risk Areas, Implementing NextGen in North America—Today, Aircraft Safety and Operations Update, International Pilot Alliances, UAS Development and Integration, Global Aviation Security Initiatives, and First Officer Qualifications: A Look Back at Implementation and Future Issues.* Read on for highlights from four panels, and visit safetyforum.alpa.org for more forum coverage.

EDUCATION, QUALIFICATION, AND MENTORSHIP: A CAREER OF LEARNING

Capt. Frank Cheeseman (United), chairman of ALPA’s Air Safety Organization (ASO) Human Factors and Training Group, led a spirited panel discussion at the Air Safety Forum on “First Officer Qualification: A Look Back at Implementation and Future Issues.” Included in the panel were Prof. Kent Lovelace of the Department of Aviation at the University of North Dakota; F/O Jolanda Witvliet (United), ALPA’s Membership Committee chair; Capt. David McKenney (United), director of Pilot Training Programs in ALPA’s ASO; Robert H. Burke of the FAA; and Capt. Paul Kolisch, with flight operations training at Endeavor Air and with the Regional Airline Association Training Committee.

“We all have the same goal,” said Cheeseman. “We all want qualified people in the cockpit.” Panelists touched on topics such as attracting youth to the profession, college and training programs in aviation, and the importance of mentorship.

Burke provided a brief history of the first officer qualifications and ALPA’s involvement. “We appreciate all of ALPA’s support and recommendations,” he stated. “Without that, we’re just writing in a dark room.” Burke also discussed potential related regulations forthcoming from the FAA on topics such as mentorship programs and

programs of instruction.

Lovelace shared data from a recent survey about pursuing a career in aviation. Comments on the survey highlighted three main concerns: cost, how prospective aviators will pay for it, and starting salary. He prescribed four areas of action to promote more interest in the field:

1. Industry support—“ALPA’s ACE [Aviation Collegiate Education] Club program is an excellent example of that,” he said.
2. A salary increase and/or more financial support.
3. Recognition that lifestyle issues (e.g., family time, work-life balance) are more important today.
4. A more clearly defined career path.

Witvliet and McKenney discussed mentorship as an important means of continu-



Capt. Frank Cheeseman (United), left, led a panel discussion on “First Officer Qualification: A Look Back at Implementation and Future Issues.”

ing education in the cockpit, but Witvliet cautioned that mentors aren't trainers—they're guides to finding resources. As pilots, McKenney said, "One of the biggest things we do is manage change," suggesting that pilots manage the change in the industry and develop new mentorship programs for a new generation of pilots. "We build these programs together" with industry and government partners, he said. "That's the most important thing we can do."

PILOT ALLIANCES INCREASE SAFETY DATA-SHARING OPPORTUNITIES

The world's three global pilot alliances—the Association of Star Alliance Pilots, the Oneworld Cockpit Crew Coalition, and the SkyTeam Pilots Association—are changing the way pilots share information. A forum panel discussion titled "International Pilot Alliances" explored how members within these groups are working together to improve operational safety and security.

Capt. Mike Pinho (Delta), executive vice president of the North American region of the International Federation of Air Line Pilots' Associations (IFALPA), who moderated the discussion, commented, "The mindset is that we don't compete on safety." He explained that all members of the SkyTeam Pilots Association, of which he is a member, benefit from the open exchange of aviation safety statistics and other data.

Capt. Scott Hammond (Delta), central air safety chairman for his pilot group and chairman of the SkyTeam pilots' Safety Committee, discussed how safety issues can vary among alliance members. He cited

high-altitude flights over conflict zones in countries like Ukraine and Syria, noting that there are different levels of risk for airlines from different countries. As SkyTeam pilots further examine these concerns, "We have to make sure we're looking at the same data and coming to the same conclusions," said Hammond.

Capt. Gavin McKellar (Air Line Pilots' Association South Africa), a former IFALPA regional vice president (Africa-South), pilot safety representative, and member of the Association of Star Alliance Pilots, talked about the need for a greater level of data sharing with airline managements, specifically, safety performance indicators and "lessons learned." McKellar and the others talked about the usefulness of creating a network, comparable to the U.S.-developed Aviation Safety Information Analysis and Sharing (ASIAS) program, at the alliance level.

CARGO PANEL TALKS SAFETY

The forum's "Cargo Safety Performance and Risk Areas" panel was moderated by Capt. Rick Hughey (FedEx Express), the chairman of the ALPA President's Committee for Cargo. Panelists examined cargo operations safety and security issues and discussed "how we keep America flying as Part 121 all-cargo fliers." Hughey noted that from 1994 to 2003, during the period the Commercial Aviation Safety Team was established, the number of passenger airline accidents and hull losses declined while those of all-cargo operations increased.

Boeing's Doug Ferguson, an expert on aircraft fire protection systems, spoke about the events that led to Boeing's recent guidance on lithium batteries. The aircraft manufacturer has urged carriers to avoid transporting shipments of lithium batteries as cargo until safer methods of packaging can be developed.

All-cargo airlines fly to a number of airports that pose operational challenges. Capt. Scott Reeves, manager of flight safety for FedEx Express, observed that his carrier flies to 132 airports that pose a high risk of controlled flight into terrain and an-

other 124 airports that pose moderate risk. Reeves talked about flights scheduled to routine nontower operations facilities, like Lafayette Regional Airport in Lafayette, La., and the risks posed by airport construction that is often conducted at night when many all-cargo flights operate.

Robert Sumwalt, an NTSB member and former ALPA Air Safety Award recipient, discussed his participation in three cargo aircraft accident investigations: National Airlines Flight 102 that in April 2013 crashed moments after taking off from Bagram, Afghanistan, because five large military vehicles it was transporting became loose and rolled toward the airplane's rear bulkhead; UPS Flight 1307 that in February 2006 landed at Philadelphia International Airport with a cargo fire in progress; and UPS Flight 1354 that in August 2013 crashed on approach to Birmingham-Shuttlesworth International Airport due to an unstabilized approach that may have been the result of crew fatigue. He talked about the need for airline industry stakeholders to work together to find proactive solutions.

"As corporations—and certainly cargo carriers—move forward, they ought to consider taking an approach that we use in the cockpit, and that's CRM and threatened airspace management," said Capt. Chuck Hogeman (United), ALPA's aviation safety chairman, encouraging open dialogue among industry stakeholders. Hogeman noted that the public and the news media don't give all-cargo aircraft accidents the same level of attention that they give passenger airline accidents—and that the airline industry can't afford to accept this dichotomy. He discussed the Aviation Safety Information Analysis and Sharing (ASIAS) program, praising it for its role in allowing airlines to collect incident reports from flight crews and to make safety enhancements based on actual performance data.

PILOTS, INDUSTRY LEADERS DISCUSS RPA/UAS

The desire to integrate remotely piloted aircraft/unmanned aircraft systems (RPA/



How to safely integrate remotely piloted aircraft/unmanned aircraft systems into the U.S and Canadian civil airspace was the focus of a panel discussion moderated by Capt. Bill de Groh (Envoy Air), left.

UAS) into U.S. and Canadian civil airspace grows ever greater. How to achieve that integration safely was the focus of a panel on the closing day of the Air Safety Forum moderated by Capt. Bill de Groh (Envoy Air), ALPA's Aircraft Design and Operations Group chairman.

F/O Jim Pala (FedEx Express), a former U.S. Navy and Global Hawk pilot, explained that the long-term goal of ALPA and other stakeholders is to develop a comprehensive, rational system in which small and large UAS will be able to operate in civil airspace "on a file-and-fly basis."

ALPA, he said, believes that "safety is paramount," and that all UAS should meet the same safety standards as manned aircraft. The command-and-control link and the detect-and-avoid

function, in particular, must be designed, built, and maintained to the most robust standards. Pala said that ALPA was disappointed that the FAA's recent notice of proposed rulemaking on "small" UAS (those weighing less than 55 pounds), though incorporating a number of the recommendations of an FAA Aviation Rulemaking Committee on which ALPA actively participated, did not pursue more of the recommendations. Meanwhile, pending FAA publication of a final rule, the agency has granted more than 700 operators special exemptions to fly small UAS in the U.S. national airspace system (NAS) in commercial applications.

Denis Guindon, director general of civil aviation for Transport Canada (TC), said TC's first notice of proposed amendment

on UAS, issued this summer, would permit UAS weighing less than 25 kilograms, operating on visual line of sight, remaining beyond 9 kilometers from aerodromes, below 90 meters above ground level, and 150 meters from any populated area.

Brian Wynne, president and CEO of the Association for Unmanned Vehicle Systems International, asserted that, if small UAS are allowed to use the NAS en masse, they will add more than 100,000 new jobs, plus \$83 billion, to the U.S. economy in the first decade.

David Vos, project lead of Google's Project Wing, assured attendees, "We don't take any of [the safety concerns] lightly." He added that Google approaches these issues "with solid respect for the FAA" and its regulatory role in ensuring safe operations in civil airspace. ✉

GUINDON TALKS SMS, LASER STRIKES, AND UAVS

Transport Canada's (TC) Director General of Civil Aviation Capt. Denis Guindon, a former C-130 and Challenger PIC, is responsible for aviation safety oversight and transformation. He closed the Air Safety Forum with some cogent observations.

"The panel on NextGen," he said, "reminded me of our plan to implement safety management systems in Canada 10 years ago. One of our biggest airlines thought the initial three-year implementation strategy was aggressive. Ten years later we see what they were talking about; it's one thing to implement policy and another thing to make it part of an overall culture."

He added, "We needed safety management systems to be a culture shift for everyone, to cultivate an industry where safety continually is the top priority. We've learned that working closely with you as you implement the programs and supporting installation of our new cultural pillars is the only way to truly accomplish our mandate."

Guindon said TC and NAV CANADA have worked together since 1996 to



DENIS GUINDON, DIRECTOR GENERAL CIVIL AVIATION, TRANSPORT CANADA

build a safe ATC system. "While NAV CANADA has reduced operating costs by almost 25 percent, these efficiencies have been closely monitored to ensure that the same level of safety has been maintained or increased," he stressed. "I believe our model successfully embraces safety, efficiency, and innovation."

Guindon reported that the number of laser strikes against aircraft and ATC towers in Canada has risen steadily, but asserted, "The penal approach is not countering the trend. We're working closely with ALPA and other partners to educate the public through outreach programs, awareness campaigns, and live events to further prevent laser strikes.

"Since 2010, [TC] undertook 80 investigations of incidents involving unmanned aircraft systems [UAVs]," Guindon noted. "This is somewhat troubling, but by no means do we want to stifle the growing UAV industry. [TC] is continuing to inform and educate UAV users through our website and awareness campaigns."

Guindon praised "the enthusiasm and broad range of knowledge that was brought" to the forum. He added, "[TC] is committed, and will continue to be committed, to supporting a safe and transforming industry." ✉

AWARDS BANQUET CELEBRATES PILOT EXCELLENCE

By John Perkinson, Staff Writer

Capping off this year's Air Safety Forum was the annual awards banquet, a special ceremony honoring ALPA members who have distinguished themselves either through acts of superior airmanship or by significant contributions to aviation safety and security.

"The pilots selected for the awards presented this evening, as well as those whom we previously honored this week, uphold ALPA's proud tradition of leadership and service to their fellow pilots and the public," said Capt. Tim Canoll, ALPA's president. "We acknowledge their skills, expertise, and pivotal decision-making, which have served the greater aviation community."

DECISIVE ACTION THWARTS POTENTIAL DISASTER

Capt. James Judkins and F/O Michael Oates were honored with ALPA's Superior Airmanship Award for their combined efforts to safely return Delta Air Lines

Flight 1990 to Hartsfield-Jackson Atlanta International Airport on Dec.

23, 2014, in poor weather after experiencing significant electrical failures that disabled several cockpit systems.

Oates, on his third day of initial operating experience, was flying with Judkins monitoring.



FROM LEFT TO RIGHT, CAPT. TIM CANOLL, F/O MICHAEL OATES, CAPT. JAMES JUDKINS, AND CAPT. MIKE DONATELLI.

The airplane was climbing through 8,000 feet when suddenly Oates lost all of his electronic displays. Multiple messages appeared on the engine and alert display, and the crew repeatedly heard loud clicking sounds in the cockpit.

Judkins quickly took the controls of the airplane, instructing Oates to review the reference materials and several checklists to troubleshoot the problem. Judkins soon contacted Atlanta Departure and declared an emergency. With the airplane's autotrim inoperative, he hand-flew a Category II approach, landing the airplane safely with 2,600 feet of forward visibility.

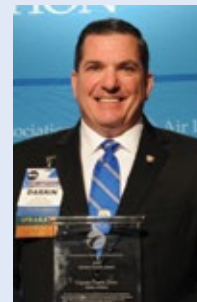
"They kept the aircraft under control despite limited instrument references in bad weather," said Capt. Mike Donatelli, the Delta pilots' Master Executive Council chairman, who assisted with the presentation. "They effectively managed their high cockpit workload in a stressful situation."

Canoll presented the awards to the two honorees, shaking their hands and personally congratulating them. Judkins then spoke to the banquet audience, remarking, "All of this comes back to our training. Things you think you'll never use—well, they have a way of presenting

themselves again, but the knowledge is always in there, ready to be called upon when needed."

HONORING EXCELLENCE IN AVIATION SECURITY

Assisted by Capt. Fred Eissler (FedEx Express), ALPA's aviation security chairman, Canoll presented ALPA's Aviation Security Award to Capt. Darrin Dorn (Alaska). Canoll noted, "Capt. Dorn's accomplishments include introducing the individual crewmember security concept to ALPA for which he led the creation of a specialized training program. He



CAPT. DARRIN DORN

was instrumental in working with the Association to develop and film the 'Street Smarts' video series to enhance situational awareness and improve crewmember security."

Dorn was recognized for his work to update the One Level of Security and ALPA Hotel Security courses, which are presented to all new ALPA pilot security representatives. In addition, he's a subject-matter expert in the areas of individual crewmember safety and the Federal Flight Deck Officer program. The Anchorage-based B-737 pilot serves as his pilot group's Security Committee chairman and is a member of ALPA's national Security Council.

In receiving the award, Dorn talked about the need for situational awareness in all of our daily lives, warning, "There are individuals, organizations, and even countries that want to do harm to you, harm to your family, harm to our airlines, harm to America."

Past Honorees



To view a list of previous ALPA aviation safety, aviation security, and pilot assistance honorees, go to safetyforum.alpa.org.

He also encouraged all U.S. ALPA members to seriously consider becoming federal flight deck officers.

ALPA'S HIGHEST SAFETY ACCOLADE

"This evening, I have the privilege of recognizing Delta F/O Helena Reidemar for her extraordinary contributions to the safety of air transportation," said Canoll. "I really should call her Dr. Reidemar because...she earned a Ph.D. in human factors and now serves on the graduate faculty at the University of Central Missouri."



CAPT. TIM CANOLL AND F/O HELENA REIDEMAR

Joined by Capt. Charles Hogeman (United), ALPA's aviation safety chairman, for the presentation, Canoll remarked that in 2014 Reidemar was named a fellow of the London-based Royal Aeronautical Society for her work in human factors and has spoken on the subject to groups around the world. Reidemar, who serves as ALPA's director of human factors, was the co-chair of the Active Pilot Monitoring Working Group, which authored the Flight Safety Foundation's "A Practical Guide for Improving Flight Path Monitoring," which serves as the benchmark for airlines seeking to improve pilot-monitoring skills among their pilots.

Reidemar, a Detroit-based B-767-300 pilot and the first female ever to receive this honor, said, "The work that we do is really meaningful and essential to the industry. We're not doctors touching one body at a time; our work touches thousands of people every day." ✕

Pilot Assistance Award

During the Air Safety Forum awards banquet ceremony, Capt. Tim Canoll, ALPA's president, noted that



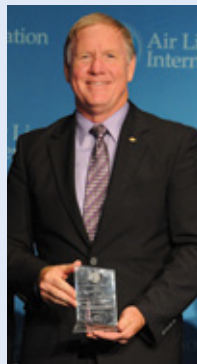
F/O TOM THORNTON

in reestablishing the Professional Standards Committee for the pilot groups at Northwest and later Delta.

ALPA's Pilot Assistance Group holds a stand-alone forum every other year. At the group's event this April, F/O Tom Thornton (Delta) received the Association's Pilot Assistance Award for his extensive work

Presidential Citation, ASL, and Airport Awards

During the Air Safety Forum, Capt. David McKenney (United) was honored with an ALPA Presidential

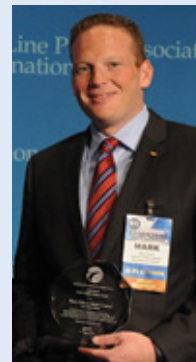


CAPT. DAVID MCKENNEY

Citation for his considerable contributions to the science of human factors and training. McKenney, who serves as director of Pilot Training Programs within the Air Safety Organization's Human Factors and Training Group, works with U.S. regulatory and policy groups, like the Crew Resource Management Working Group within the Air Carrier Training Aviation Rulemaking Committee. He's also the vice chairman of the International Federation of Air Line Pilots' Associations' Human Performance Committee and was a pilot representative on the International Civil Aviation Organization's Flight Crew Licensing Panel.

F/O Mark Crystal (ExpressJet) was

presented with ALPA's Airport Safety Liaison Award for his outstanding efforts to promote safety and security at George Bush Intercon-



F/O MARK CRYSTAL

expert for the Reduced Vertical Separation Minimum Scrutiny Group, which aided in the rollout of the Houston and North Texas metroplex airspace design.

Fort Lauderdale-Hollywood International Airport received ALPA's Airport Award for involving the Association in discussions concerning a radical runway construction project that required a 63-foot elevation change from the beginning of the runway to the end. ALPA was given the opportunity to weigh in on the nonstandard spacing of approach light arrays and airspace changes, and the facility was applauded for consistently including



JOHN POKRYFKE (LEFT) AND MICHAEL NONNEMACHER

the Association on decisions about structural and operational changes. Airside Operations Manager John Pokryfke and Director of Operations Michael Nonnemacher accepted the award on behalf of the airport.



ALPA's Flight Plan to KEEP AMERICA FLYING



By ALPA Staff

On July 27, the Air Line Pilots Association, International celebrated its 84th year of safeguarding airline passengers and cargo shippers who depend on air transportation as well as helping airline pilots to advance in all aspects of their careers.

In 1931, "*Schedule with Safety*," the union's motto, encapsulated the very essence of why the Association was an absolute necessity for airline pilots as well as for their passengers and cargo. Today, this principle also captures why ALPA continues to gain value and relevance.

While the age of air transportation heralded what has become a powerful global industry and economic engine for nations around the world, it also opened the way for those wishing to test the limits of both aircraft and human endurance to gain the greatest financial return. Sadly, many times, the results were tragic.

Enter ALPA. Emerging then as the voice of airline pilots, the Association continues to serve as the leading advocate for North America's airline pilots who day in and day out are responsible for the safety of their passengers, crew, and cargo. Whether the call is to protect the highest standards of safety and security or to maintain a level playing field that ensures North American airlines and their employees have a fair opportunity to compete in the industry they helped to pioneer, ALPA remains the credible, authoritative voice for the industry.

In its latest white paper, *Keep America Flying*, ALPA submits its "flight plan" to keep U.S. airlines and pilots flying. If implemented, the Association's reasoned and achievable policy solutions will serve to generate real progress as the union endeavors to maintain safe and fair skies.

The following safety topics are among ALPA's priorities:

NEXTGEN AND AIR TRAFFIC ORGANIZATION REFORM: GETTING IT RIGHT

The U.S. Congress should pass, and the president should sign, an FAA reauthorization bill that provides full funding for air traffic operations, including NextGen technologies and procedures and appropriate oversight.

PILOT SUPPLY: ECONOMICS 101

The U.S. Congress should rebuff any efforts by aviation stakeholders to undo or roll back safety gains that have been realized for first officer qualifications and training requirements. Furthermore, industry and government must

work together to reestablish the airline industry as an attractive career in order to draw and retain a qualified workforce.

UNMANNED AIRCRAFT SYSTEMS (UAS): THE NEXT FRONTIER

Above all, UAS operation in the U.S. national airspace system (NAS) must not introduce any hazard that would negatively affect the unparalleled safety record of the U.S. airline industry. The U.S. government must not be pressured into rapidly integrating UAS into the NAS and rush a process that must be solely focused on safety.

FEDERAL FLIGHT DECK OFFICER (FFDO) PROGRAM:

ADEQUATE FUNDING NEEDED

The U.S. Congress needs to reject this administration's misguided proposals to cut funding for this critical, effective, and highly efficient security program. Adequate FFDO funding is crucial so that initial and recurrent training of pilots can continue unabated.

SECONDARY COCKPIT BARRIERS: A NECESSARY SECURITY LAYER

The U.S. Congress should enact legislation that would mandate the installation of secondary cockpit barriers on passenger and all-cargo airliners as a necessary layer of security. Bills have been introduced in both

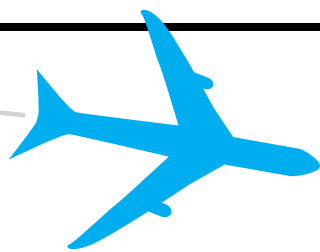
the U.S. House and Senate (H.R. 911/S. 911) to require secondary cockpit barriers on airliners.

SCIENCE-BASED FATIGUE RULES: CARGO OPERATIONS

The U.S. Congress should mandate science-based flight and duty regulations for all-cargo operations.

IMPROVING AVIATION SAFETY: SAFE AIR TRANSPORT OF LITHIUM BATTERIES

The U.S. government should classify lithium batteries as hazardous materials in order to provide them with the full range of safety protections required for dangerous goods transported by air.



Over the years, ALPA has, due to necessity, expanded its scope beyond safety to also include industrial and economic issues. No longer confined within geopolitical borders, airline industry stakeholders have the opportunity to move beyond the business templates of yesterday. This prospect raises new possibilities but also serious risk, which is why ALPA and its partners are working to ensure that the U.S. airline industry continues to remain the economic engine that it is today.

The following are among ALPA's policy priorities designed to ensure that U.S. airlines and their employees have a level playing field on which to compete:

OPEN SKIES: COMPETING ON A LEVEL PLAYING FIELD

The U.S. government must ensure that its Open Skies agreements give its airlines and their employees a fair opportunity to compete in the international marketplace. First and foremost, this means enforcing the letter and spirit of existing U.S. Open Skies agreements.

FLAGS OF CONVENIENCE: REJECT THESE SCHEMES

The U.S. Department of Transportation (DOT) must formally deny Norwegian Air International's pending application for a foreign air carrier permit. In doing so, the DOT should make clear that this is a rejection of the concept of flags of convenience in the airline industry.

FOREIGN OWNERSHIP AND CABOTAGE: MAINTAIN CURRENT RESTRICTIONS

The U.S. government must maintain its current foreign ownership and control and

cabotage restrictions. It must also maintain the case-by-case ability to approve or reject third-country ownership and control of foreign air carriers seeking permission to operate to the U.S.

THE U.S. EXPORT-IMPORT (EX-IM) BANK: REFORM IS NEEDED

Any Ex-Im Bank authorization should also include meaningful reforms that require the bank to address the harm its actions have on U.S. airline employees. Airline workers deserve the opportunity to compete on a level global playing field.

HEALTH-CARE EXCISE TAX: REPEAL THE TAX

The U.S. Congress should expeditiously pass legislation to repeal the health-care excise tax. ALPA supports H.R. 2050, the bipartisan Middle Class Health Benefits Tax Repeal Act.

FLY AMERICA: UPHOLD THE LETTER AND SPIRIT OF THE ACT

The U.S. government must

maintain close adherence to both the letter and spirit of the Fly America Act. The U.S. airline partner in a code share with a foreign airline must never be reduced to "a mere booking agent on behalf of the foreign partner." ALPA urges all relevant parts of the U.S. government to be mindful of these concerns in the future administration of the Fly America Act.

GOING GREEN: THE AIRLINE INDUSTRY'S CONTRIBUTIONS

The U.S. government must recognize the voluntary contributions of U.S. airlines to reducing carbon emissions. Specifically, the Environmental Protection Agency should maintain its current course of engaging through the U.S. position at the International Civil Aviation Organization regarding aircraft emissions and reject outside pressure to adopt separate rules or standards that apply to only U.S. carriers or operations in U.S. airspace.



Policy Recommendations for Canada

In May, ALPA released *State of Our Skies: Canada*. This paper proposes policy solutions on domestic and international issues to help create a better business environment and improve the overall state of the Canadian airline industry. Through continuous engagement with ALPA's Canadian members, the Association is working to find solutions for issues such as wet-leases, the Temporary Foreign Workers Program, flight- and duty-time regulations, and reciprocal agreements.

ALPA is promoting a rational, commonsense aviation taxation policy that fosters viability and growth. The Association is also advocating for policies that enhance the airline passenger experience at airports with regard to Canadian government security screening and for the Canadian government to harmonize with the International Civil Aviation Organization standards for safety and security.

As the largest union representing airline pilots, ALPA has been labeled the watchdog of the airline industry. To say that ALPA wears this moniker with pride is an understatement. Advancements in safety alone illustrate the immense positive effect that the Association's guardianship has had on the industry as a whole. And ALPA's thoughtful, comprehensive approach to industrial issues has kept U.S. airlines out in front of schemes that threaten the fair marketplace and the viability of the airline industry.

To read the Association's policy paper, please visit www.alpa.org/keepamericafllying.

AIRLINE PILOT SHORTAGE



Myths, Facts & Solutions

By Jan W. Steenblik, Technical Editor

Experts agree: The U.S. pilot supply “shortage” is really a pilot pay, benefits, and career path shortage. That’s the major takeaway from the “Airline Pilot Shortage? Myths, Facts, and Solutions” conference that ALPA sponsored on June 25 in collaboration with the University Aviation Association.

More than 100 ALPA pilots, government agency representatives, regional airline managers, educators, pilot trainers, and other interested stakeholders attended the conference in northern Virginia; another 350 watched via live webcast and submitted questions to panelists electronically.

Capt. Paul Ryder (ExpressJet), ALPA’s Fee-for-Departure Committee chairman and national resource coordinator, emceed the day-long event.

Capt. Tim Canoll, ALPA’s president, declared, “Some airlines are experiencing difficulty in hiring and retaining qualified pilots. ALPA’s been very vocal: It comes down to simple economics. When airlines offer an average starting salary of only \$23,000 a year, the market will respond accordingly.

“We spoke up primarily to respond to claims that the FAA’s new pilot training and qualification requirements fabricated a ‘pilot shortage.’ Some also claim that a pilot shortage forced airlines to reduce flights.

“The number of pilots who could work in the industry,” Canoll observed, “significantly exceeds the number of job openings in the U.S. Some pilots are not willing to accept the compensation offered by

some airlines—especially when they don’t see a clear career path at that airline.

“This conference is about collaboration and moving forward together.”

Capt. Carl Davis, chief



**CAPT. PAUL RYDER (EXPRESSJET),
ALPA FEE-FOR-DEPARTURE
COMMITTEE CHAIRMAN**

pilot with The Boeing Company, detailed Boeing’s forecast that, between 2014 and 2033, half a million additional airline pilots would be needed worldwide. Some 88,000 of those will be needed in the U.S.

PATHWAYS TO THE COCKPIT

Capt. Charles Hogeman (United), ALPA’s air safety chairman, moderated a panel on the various pathways to an airline cockpit.

Col. Juan Narvid, chief of the Department of Defense’s NextGen Lead Service Office, U.S. Air Force, outlined the current structure and process that his service uses to train and develop Air Force aviators.

Dr. Becky Lutte, assistant professor at the University of Nebraska–Omaha’s Aviation Institute, said, “The restricted ATP, for collegiate pilots, is a game changer.” A recent study, she said, showed the effect of the first officer qualifications rule on college flight students: Of 820 respondents, 8 percent said they no longer plan to fly for the airlines; another 28 percent are rethinking their career plans. “Their priorities were ‘show me the money,’ followed by quality of life, then a pathway to the majors.”

From a collegiate perspective, Lutte said, solutions include (1) financing options for

training, (2) developing pipeline programs (including in high schools), and (3) “focusing the conversation on the positive—pay is coming up, everyone is hiring, so upgrades are happening, and six regional airlines now have first-year pay, when bonuses are included, greater than \$30,000.”

Steve Brown, chief operating officer of the National Business Aircraft Association and chairman of Aviation Accreditation Board International, said furloughs often drive airline pilots into business aviation, which he characterized as “a buffering element” in the overall aviation “ecosystem.” He added, “This is a great time to enter the industry...[but] we need a more dependable pipeline.”

Paul Woessner, director of business development for ATP Flight School, called the alleged pilot shortage “a student loan shortage.” Flight students, he said, have “severely limited student loan options,” and most lenders view financing pilot training as “toxic.” He added that the European Aviation Safety Agency has made it easier for U.S. pilots to obtain a European pilot certificate, “so the 1,500-hour rule has created a whole new pool for foreign airlines to fish in.”

GENERATION Z

Keynote speaker Nicole Barrette, a training and licensing specialist with the International Civil Aviation Organization, talked about pilot supply from a global perspective.

The hard questions, she said, include “What essential



Read More

For more information on the airline pilot shortage, see “The Landing,” page 37.

service does an airline pilot deliver?” and “What makes a good pilot, and how do you describe it?”

Barrette noted, “We need to understand how the next generation of pilots is wired.” She explained that members of Generation Z, born 1995–2010 (20 percent of the U.S. and Canadian populations), grew up in a period of economic and political instability, are very acutely aware of environmental issues, and are truly global citizens.

ROI

Ryder moderated a panel on return on investment (ROI) in flight training.

Dr. Kenneth Byrnes, chairman of the Flight Department of Embry-Riddle Aeronautical University (ERAU), reported that a large number of students at ERAU never start flight training because of a low ROI. About 65 percent of pilot training entrants complete the four-year ERAU flight training program, but many drop out because of the cost.

Comparing the average income of pilots versus aeronautical engineers, Byrnes said that engineers earn higher salaries initially, but pilots do later; the crossover point is at 13–14 years. However, he added, “If you look



NICOLE BARRETTE, TRAINING AND LICENSING SPECIALIST, THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

at the time value of money, the pilot doesn’t catch up with the engineer until year 27.”

Janelle Kilgore, director of student financial aid at the University of North Dakota, said that UND in-state flight students pay, on average, \$131,000 for their four-year degree; out-of-state students, \$175,000.

Kilgore recommended continuing to grow scholarships and developing federal public service loans that include loan forgiveness similar to that given to doctors who serve small communities after completing their medical education.

Alex Marren, chief operating officer of ExpressJet, asserted, “We are definitely seeing a pilot shortage.... In the regional airline industry, we’re proud of the fact that about 65 percent of our pilots go on to the majors.” She noted that ExpressJet has more than 70 pilots in its Ambassador Program who “go out and recruit

people into aviation.”

Capt. Bill Couette, ALPA’s vice president–administration/secretary, has flown for 34 years, 27 of those in the regional airline industry.

“Today,” Couette observed, “even the turboprops are so sophisticated, complex aircraft. I can take off in a regional jet at O’Hare and land in Santa Barbara—is that really a ‘regional’ airline operation?”

“If we want to make this profession attractive,” he declared, “it really boils down to pay.”

SUCCESS STORIES

F/O Justin Dahan (PSA), vice chairman of ALPA’s Education Committee, moderated a panel on which several ALPA members—F/O Iyob Makonnen (Delta), F/O Alice McCormack (ExpressJet), Capt. Eric Kronenberger (PSA), F/O Faye Matthews (United), and Capt. Steve Gillen (United)—recounted their individual journeys to airline cockpits. All but Gillen, the United pilots’ Master Executive Council executive administrator and a U.S. Air Force Academy graduate, took the college and civilian flight training route.

Dahan asked what universal characteristics can be gleaned from these success stories.

Makonnen offered, “Being

focused, determined, and prepared to take advantage of opportunities when they come along.”

McCormack added, “Don’t expect that it’s going to be a smooth ride.”

BUILD IT—THEY WILL COME

In closing, Ryder observed, “ALPA’s view on the ROI question can be summarized as, ‘If you build it—i.e., a strong pilot career—they will come.’”

“Pilot career progression is important; starting salaries alone don’t tell the whole story. For many pilots, the first airline job—flying for a regional—can last a long time, and some never make it to the major airlines. To improve pilot supply, employers should build strong career opportunities in house, rather than being content to serve as steppingstones to larger airlines.”

Of the ALPA members who told their success stories, Ryder noted, “They came to airline flying from different backgrounds and via different paths, but they all had a passion for aviation. Becoming an airline pilot is certainly something those with the right skill set can do. The challenge for us is to remove obstacles that may keep others with ‘the right stuff’ from realizing their dreams.” ✂

Successful Applicants

From left, F/O Justin Dahan (PSA), F/O Iyob Makonnen (Delta), F/O Alice McCormack (ExpressJet), Capt. Eric Kronenberger (PSA), F/O Faye Matthews (United), and Capt. Steve Gillen (United) took different paths to airline cockpits, but all were focused, determined, and prepared to advance their careers.



More Questions Than Answers

ALPA adds heavy metal to its advanced accident investigation course

Hands-on With a Real Airliner

A retired FedEx B-727 used to train airport fire-fighters and law enforcement teams has replaced a Ryan Navion piston single as the aircraft around which ALPA's AI3 course is built.

By Jan W. Steenblik, Technical Editor

A fiberglass blade protruded like a shark's ventral fin from the aft belly of the Boeing 727. A jagged crack ran most of the way up the thin blade, and white and green horizontal streaks marred its smooth surface.

"What is this?" asked Capt. Mike Schilz (Delta). "What purpose does it serve? Anybody? It's the Number Three comms antenna, for ACARS."

"Looks like it was damaged during the runway excursion," offered one student.

"We are not here to determine when or why it failed. We need to document and photograph its condition," Schilz countered. "Could it have been damaged before the airplane left Sioux City—for example, hit by a baggage cart? If so, did it still work during the flight? Was the flight crew able to pick up the information they needed about the bad weather in Grand Forks? Looks like we'll have to

have it taken off for a bench test.

"Remember, we're not here to figure out the probable cause of the accident—we're here to document everything. At the end of the day, you should have a lot more questions than answers."

MOVING UP TO HEAVY METAL

In June, ALPA launched its newly revised Advanced Accident Course (AI3) in Grand Forks, N.D. This three-day course is the culmination of ALPA's Air Safety Organization accident investigation training program. The new course builds a mock accident investigation around a large turbojet airframe—a former FedEx Express B-727.

Partnering with the University of North Dakota, ALPA held its first AI3 course in June 2003. Until 2015's courses, the field portion of the course involved the wreckage of a Ryan Navion, a four-seat piston single, used because a salvage company donated it to the university. Seasoned ALPA line pilot accident investigators—members of ALPA's Accident Investigation Board (AIB) and instructors from ALPA's Training Programs Coordinator Group—supported by ALPA Engineering & Air Safety (E&AS) Department staff developed the original course around the available Navion wreckage and, recognizing that using a light airplane wreckage had inherent limitations,



tweaked it over the years.

Then in 2007 FedEx donated a B-727, sans engines, to Grand Forks Airport. The airport authority uses the airframe, parked on the west side of the airport, to train airport rescue and firefighter teams and law enforcement officers.

For months, F/O Steve Demko (United), an AIB member and former NTSB accident investigator, did the legwork to obtain the airport authority's permission to use the airplane in the course. Demko and Chris Heck, an ALPA E&AS staff engineer, invested several more months in developing the course.

BETA TESTERS

Leading the course were several of ALPA's most experienced line pilot accident investigators.

"ALPA appreciates the 13-year partnership that we have had with the University of North Dakota," said F/O Jeff Mee (United), AIB chairman. "Building on the previous course and our new relationship with the Grand Forks Airport Authority, using their B-727, the course truly provides our pilot volunteers with a more authentic hands-on experience than we've been able to do in the past."

Twelve ALPA pilots from six pilot groups, five UND students and employees, and three helicopter pilots from the Professional Helicopter Pilots Association logged long days investigating the "accident." The 20 students in three teams rotated through a mix of field and indoor activities designed to closely match the work of several technical groups on a real NTSB investigation.

SYSTEMS

At the airplane, the first team to document aircraft systems was busy. Capt. Todd Menning (FedEx Express) and F/O Benlyn Seppmann (Sun Country), careful to not touch anything, documented the cockpit ("All boost pumps are on; cross-feed 1 and 3 are closed; 2 is open...") under the watchful eye of F/O Chris Duggan (First Air), playing the role of an NTSB Systems Group member.



Field Investigation

Above: F/O John Klinger (Delta), AI3 instructor, plays the role of the FAA coordinator.

Right: F/O Jeff Mee (United), AIB chairman, left, explains flight data recorder chain-of-custody protocol.



In the tail, the group documented the condition of the cockpit voice recorder (CVR) and flight data recorder (FDR) canisters. Mee, playing an NTSB Systems Group chairman, pulled the FDR from its tube; out in the sunshine, the students documented its condition and part number.

Demko, playing the NTSB investigator-in-charge (IIC), handed the FDR off to F/O John Klinger (Delta), playing the FAA party coordinator, to simulate taking the FDR to NTSB headquarters in Washington, D.C., on the FAA's Gulfstream jet.

Inspecting the stabilizer control unit, removed from the top of the T-tail earlier, the group discovered that one of the unit's attachment arms was broken. Mee chided a UND student for touching the end of the broken attachment arm with his bare finger: "You might have just transferred oils from your skin to the metal and removed something they could have been detected when the arm broke. Also, you could get metal particles on your finger, and if you touch your eye..."

Nearby, Capt. Bryan Sisk (United) stood atop a short step ladder to measure

the leading slat extension on the left wing. Capt. Richard Wheeler (Delta) took photographs; UND student Isaiah Henderson, notes.

"Photos are good; detailed notes are better," remarked Capt. Bob Fulton (Jazz Aviation), repeating a mantra the students would hear several times during their three days in Grand Forks.

CVR

Later, in a quiet workroom, Capt. Jeff Perin (Spirit), ALPA's Accident Analysis and Prevention Group chairman, guided the group through transcribing a CVR recording.

"The audio is not good on this recording," Perin observed. "All we got was from the cockpit area

mike.

"We are not interpreting what was meant from what was said," he added.

"Whoever represents ALPA on the CVR Group should be current and qualified on the airplane. You should be listening for the sounds you hear, as well as transcribing the flight crew's spoken words."

Soon the students were grappling with a tough question: Did one of the flight-crew members say, "Flaps thirty," "Bug thirty," or "Buck thirty?"

Seppmann asked, "What happens if I put my foot down and say, 'No, it's 'Buck thirty'!'"

Perin replied, "This is your one shot. After you leave Washington, you better have this right. You won't get asked back to listen to it again."

Capt. Patrick Colligan (PSA) remarked later, "I didn't realize how difficult it would be to transcribe [a CVR recording] until actually doing it."

SURVIVAL FACTORS

Back on the airplane, a group of AI3 students slowly worked their way aft

through the cabin, documenting facts not germane to the specifics that likely led to the accident but vitally important to understanding the survival factors and what might be done in the future to improve accident survival.

A yellow oxygen bottle lay on a seat.

“Part of the emergency oxygen system?” Schilz asked.

“No,” said F/O Leon Petruccio (Delta).

“How do you know?” Schilz pressed.

“It’s yellow, not green.”

An infant seat sat on an aisle seat in an exit row, blocking access to the overwing exit. Was it there during the exit sequence?



Above: F/O Leon Petruccio (Delta) takes detailed notes to document the condition of the landing gear, gear doors, nearby structure, and tires.

“Is that an approved infant seat?” asked F/O Jordan Rice (Envoy Air), looking for the appropriate placard.

Farther aft, an unsecured infant seat reposed, tipped forward—the result of crash forces? Or did the baby’s parents—or airport firefighters—move it?

“You might have to climb over seats to get to all rows,” Schilz cautioned. “It’s amazing how much stuff people are bringing onto the airplane these days.”

STRUCTURES

Not all of that “stuff” is in the cabin. Many of the potential hazards posed by aircraft wreckage include sharp edges, precariously balanced structures, inflated but damaged tires, pathogens, downed power lines, fuel, and much more. For safety’s sake, the B-727 was not booby-



Above: Capt. Mike Wickboldt (Spirit), an AIB member, guides AI3 attendees through documenting flight bag contents. Latex gloves, sometimes covered by work gloves, are essential in field investigation.

trapped with any of these, but the instructors’ tales from their own field investigation experiences got the point across.

OPERATIONS

In the Operations Group, the AI3 attendees plowed through stacks of paper—weather data, the aircraft maintenance history, crew training records, dispatch documents, and more—provided by Capt. Mike Wickboldt (Spirit), playing the NTSB Operations Group chairman.

One of the Operations Group’s responsibilities is to interview surviving crew members. Wickboldt explained basic cognitive interviewing, using short, succinct, open-ended questions, while avoiding “leading” questions. The students conducted a telephone interview of the captain, adroitly played by Capt. Don McClure (Eastern, Ret.), now an ALPA air safety coordinator.

“You’re doing investigative work, and you’re finding good facts,” Wickboldt advised. “Take good notes, because we have to capture all of these facts in our field notes before we leave.”

PROGRESS MEETING

After the first day, the group gathered together again for a mock press briefing and nightly NTSB progress meeting. Led by IIC Demko, each NTSB group chairman gave an overview of their group activities for the day and their plans for the next.

Following the NTSB progress meeting,

ALPA held its own meeting. “You’ve had a long day,” Chad Balentine, a supervisor of Engineering & Accident Investigation in ALPA’s E&AS Department, told the assembled group the evening of the first day of the course. “But the sun sets between 9 and 10 p.m. out here now; in a real field investigation, you’d be outside from sunrise to sunset—and then in nightly progress meetings afterwards.” The group members proceeded to discuss their observations from the day.

NOT FOR THE FAINTHEARTED

Accident investigation is not for everyone, and certainly not for the faint of heart. Demko and Fulton, who have participated in multiple investigations of fatal airline accidents, urged AI3 attendees to think long and hard about the grim realities that they might face one day during a field investigation.

“If that’s not your cup of tea, there are plenty of other ways you can help your fellow pilots and promote safety,” Fulton offered.

To them, and all the other line pilots who have undergone ALPA’s unparalleled accident investigation training and volunteered to shoulder the sobering responsibility to be part of their master executive council’s “go team,” every airline pilot owes a debt of gratitude. These stalwart few stand ready to take the call in the middle of the night and do a tough, tough job. ✕

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Boeing builds airplanes that enable airlines to fly profitably day after day, year after year. From leadership in fuel efficiency to total fleet reliability, Boeing airplanes minimize operating costs and maximize profit potential. So no matter what your business model, the bottom line climbs higher. That's a better way to fly.



Is It Safe to Eat That Peri Peri Chicken? Drink The Local Tap Water?

A CDC App Can Help You Decide

By John Perkinson, Staff Writer

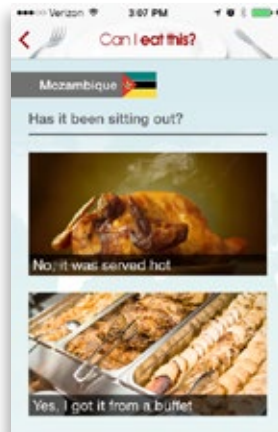
You're on a layover and your stomach's growling because it's meal time. You head out to a local eatery and contemplate ordering the day's special. But should you? Could foodborne germs in that tasty-looking dish make you sick?

Before you leave for your next trip, check out a free smartphone app called "Can I Eat This?" Produced by the Centers for Disease Control and Prevention (CDC), the app asks a series of questions to help you determine whether various local drinks and foods could make you ill. After entering the country you're in, the app asks what you're eating or drinking and then where you purchased it and the kind of packaging the product comes in.

Let's say you're laying over in Mozambique and want to try the peri peri chicken, a popular local dish that consists of chicken marinated in lemon juice, garlic, and spicy peri peri sauce. The app says that if you order in a restaurant, "It's probably okay to eat." However, if you serve yourself from a buffet line, "Eat at your own risk.... Cooking kills bacteria and parasites, but food that has been sitting out, on a buffet, for example, can become contaminated again."

Perhaps you're in Hong Kong, thinking about eating alfresco from one of the many street vendors. Can I Eat This? lets you know that "street vendors in developing countries are not well regulated, and the food may be contaminated.... That skewer of mystery meat may look tempting, but we'd hate for you to spend the rest of your [trip] in the bathroom."

Even in many Western European nations



like Germany, the app warns that products like unpasteurized milk "can contain dangerous bacteria, such as salmonella, e. coli, and listeria, which cause many foodborne illnesses."

Yet, on a lighter note, the app observes that while in Germany, "You can drink the tap water, if you are into that sort of thing."

According to the CDC, "Foods can harbor harmful microorganisms that may cause serious human illnesses. WHO [the World

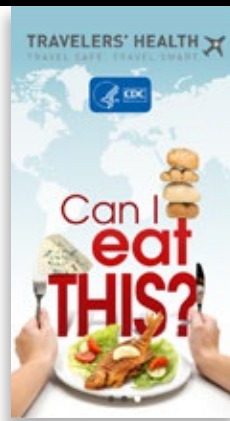
Health Organization, a specialized branch of the United Nations] defines foodborne illnesses as 'diseases, usually either infectious or toxic in nature, caused by agents that enter the body through the ingestion of food' and estimates that each year two million people die from diarrheal diseases, mostly attributed to contaminated food and drinking water." Between 20 to 50 percent of Americans and Canadians who travel overseas develop diarrhea, making it the most common travel-related ailment.

If you do get sick while abroad, most airlines have specific employee policies providing guidance on what you should do. Remember that the U.S. and Canadian embassies in your destination country (www.usembassy.gov/, www.canadainternational.gc.ca/) can help locate medical services and notify your family and friends in the event of an emergency.



The Can I Eat This? app is available for free at Google Play and at the Apple App Store. [↗](#)

ALPA members can contact Aviation Medicine Advisory Service, ALPA's 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.



COMMON FOOD-BORNE GERMS THAT CAN MAKE YOU ILL

Your odds of getting sick from contaminated food increase when you travel abroad. The source of this illness is often one of the following germs:

- » **E. coli**, spread from contaminated water and food (especially raw vegetables and undercooked ground beef).
- » **Salmonella**, spread from contaminated meat, poultry, eggs, and unpasteurized milk and juice. Other sources include cheese, contaminated raw fruits, and vegetables.
- » **Listeria**, found in raw and processed foods and unpasteurized milk. Unlike other germs, listeria can grow in the cold temperatures of a refrigerator.
- » **Campylobacter**, spread from raw or undercooked poultry, unpasteurized milk, and contaminated water.
- » **Clostridium perfringens**, one of the most common causes of food poisoning in the United States, commonly found in raw meat and poultry.

BE PREPARED

The Centers for Disease Control and Prevention warns that in some countries medications may be sold that are counterfeit. The best way to avoid counterfeit drugs is to reduce the need to purchase them abroad. Be prepared and take with you the anticipated amounts of medications you'll need while on your trip, including any you might need to combat possible intestinal issues.



Encore Performance



Couldn't see the Arsenal of Democracy World War II Victory Capital Flyover in person? Scan the QR code to watch the flyover and hear from some of the event's participants.



Warbirds Over Washington: *Arsenal of Democracy Flyover*

By Jan W. Steenblik, Technical Editor

On May 8, the 70th anniversary of VE (Victory in Europe) Day, a proud parade of World War II aircraft—the Arsenal of Democracy World War II Victory Capital Flyover—flew over the WWII Memorial in Washington, D.C., to cap ceremonies that honored the men and women who fought in the war and those on the home front who produced what U.S. President Franklin D. Roosevelt called the “arsenal of democracy” to win the war.

In one of the most diverse arrays of WWII aircraft ever assembled, the flyover included 56 WWII aircraft flying in 15 historically sequenced warbird formations. The formations represented the war's major battles, from Pearl Harbor through the final air assault on Japan, and concluded with a missing-man formation to “Taps.”

The major participants in and sponsors of the flyover included the Commemorative Air Force, the General Aviation Manufacturers Association, the International Council of Air Shows, the National Air Traffic Controllers Association, the Military Aviation Museum, and the Texas Flying Legends Museum.

ALPA MEMBERS TAKE FLIGHT

The day before the flyover, *Air Line Pilot* caught up with some of the ALPA members who participated in this historic event.

The trainers, fighters, torpedo bombers, and twin-engine warbirds were based at Culpeper Regional Airport in northern Virginia, while the four-engined bombers (B-17s, B-24, and B-29) staged at Manassas Regional Airport nearby.

As the warbirds returned from a practice mission over the Virginia countryside, the drone of four Pratt R-1830s mixed with that of Rolls Royce V-12



Merlins: F/O Paul Stojkov (United) and Capt. Allen Benzing (Delta, Ret.) passed overhead at the controls of a Consolidated B-24 Liberator heavy bomber, escorted by three North American P-51 Mustang fighters. Also drawing gaping fence-hangers' eyes skyward was *Fifi*, the last flying Boeing B-29, which Capt. Jeff Linebaugh (FedEx Express) flies when he's not piloting a B-757 or *Gunfighter*, a P-51D.

Soon the Mustang pilots returned rubber to pavement with a sweet skritch, skritch, the cracklecrackle Merlins protesting being throttled back (these ponies still want to run!).

Dismounting from an FG-1D Corsair, the famed Navy fighter with its distinctive inverted gullwing silhouette, Capt. John Fuentes (United), a B-767 pilot, reported that the practice flights had gone well. The formation flights, he said, were just the final step in what had been more than a year of planning and preparation,



Aluminum Armada

Above: F/O Alan Miller (Delta), right, and his dad signal a good B-25 practice flight while, overhead, Cpts. Brad Lang (Delta), Larry Lumpkin (United), and Tommy Williams (Delta) in P-51 fighters escort F/O Paul Stojkov (United) and Capt. Allen Benzing (Delta, Ret.) in a B-24 heavy bomber.

including a dry run in October 2014 for all the government agencies involved in approving the event.

Capt. Tommy Williams (Delta), who also is a brigadier general in the U.S. Air Force Reserves and a former F-16 driver, stood beside a North American P-51D Mustang, *Long Island Kid*. “This is like a fighter base in World War II,” he said, motioning at the busy ramp. “To be a part of this, to honor our veterans who are passing on at such a high rate, is incredible.

“For me, these airplanes are hallowed ground. When I climb into the cockpit, I'm thinking about the young man who went to war in this airplane. What he did is

Scourge of the Western Pacific

Right: Capt. John Fuentes (United) flies an FG-1D Corsair Navy fighter-bomber whose iconic inverted gull wings folded for carrier ops; most Corsairs served in the Marine Corps.

significantly different from what we're doing with these airplanes, significantly more challenging. And although we have a great time flying these airplanes, we don't come close to what those young men went through."

Capt. Larry Lumpkin (United)—like Williams, an A320 pilot during his day job—stood beside *Gunfighter*, wearing the German POW dog tags of a former Mustang pilot. The WWII veteran's daughter asked Lumpkin to take the dog tags, her dad's military flying hat, and a small flag with him during the flyover.

"I had the privilege of meeting her dad just before he passed away," Lumpkin recalled. "He was at an air show in St. Joe, Missouri, and he was very ill at the time, and he passed away just after that show. But it was very special for him to come out and sit underneath the wing in his wheelchair and visit with us and just be part of the group. We became very close to the family."

Nearby, Capt. Brad Lang (Delta), who flies a P-51C in the colors of the famed Tuskegee Airmen, gave an interview to a Japanese television crew. The son of one of the barrier-busting African-American pilots who proved that they could fly and fight as well as their white brothers-in-arms, Lang has dedicated himself to making sure younger generations do not forget this important history and the lessons to be learned from it.

Across the ramp was F/O Alan Miller (Delta), who sometimes flies the Tuskegee Airmen Mustang, but for this event was flying a North American B-25 Billy Mitchell medium bomber, *Betty's Dream*, with his dad flying copilot.

Of the B-25, outfitted with nose guns as a low-level attack platform against shipping and harbor installations, Miller observed, "It's a neat old airplane. This thing snorts and rips and smokes; it's very loud and vibrates a lot. Getting the motor started is a lot more difficult than starting, for example, the A330 I fly for the airline. But it's really rewarding."

HONORING VETERANS

"We meet a lot of veterans—especially flying the B-25, with the focus on the Doolittle Raiders," Miller noted. "I've been to probably six or seven of the Raiders reunions and met a lot of those great American heroes, so the payoff's worth all the time I spend doing it."



"This is all about honoring the veterans and telling their stories; there aren't many of them left. We want the younger people to see these airplanes. It's living history. The veterans we're trying to honor are going to be gone pretty soon. So we're trying to tell their story."

Flying a TBM torpedo bomber was F/O Josh Wilson (JetBlue), who the next day would peel off from the formation as it passed the WWII Memorial and make an emergency landing at Washington National. Wilson later would post a YouTube video (<https://youtu.be/HkvcwXqBJDQ>) providing the pilot's-eye (well, GoPro) view of what appeared to be a cockpit fire but turned out to be a pinhole hydraulic system leak.

"During my 10-minute time dilation on final approach," Wilson posted in his YouTube video, "the magnitude of this day really hit home. I have flown with and met hundreds of WWII vets by flying these old airplanes, and all of them had lost people they knew in combat. I... thought how fortunate I was able to land immediately."

"As a nation, we owe so much to these men who didn't have an airfield right underneath them when their planes caught fire. They were hundreds of miles away from the nearest friendly landing spot, under enemy fire. Many of them made the ultimate sacrifice for our nation."

"It is an honor and a privilege to be able to display this living history to the next generation so we will never forget those who have gone before us." ✕

YOU, TOO, CAN FLY WARBIRDS

The groups that "keep 'em flying" need pilots.

Asked if he would recommend this experience to other ALPA members, **CAPT. LARRY LUMPKIN (UNITED)** declared, "Absolutely! It takes time and patience. You've got to put in a lot of sweat equity and have a great attitude. But if you really, really want to make it happen, you can make it happen."

"The way they did it back in the Army Air Corps in World War II is really a good way to do it—flying a Stearman [biplane trainer], then moving up to a T-6



[retractable-gear trainer], and finally stepping up to something like [a fighter or torpedo bomber]."

CAPT. TOMMY WILLIAMS (DELTA)

Another common route begins with checking out as a copilot on a multiengine bomber.

Interested pilots can find the larger groups, including those listed in this article, via the Internet. Keep 'em flying!

The Landing

For more information on the pilot pay shortage, read "Airline Pilot Shortage—Myths, Facts & Solutions," page 28, and visit www.alpa.org/pilotshortage.



Spin the Wheel

You just earned a college aviation degree and, along the way, accumulated student loans and expenses comparable to what a law or medical student spends on education.

Now it's time to spin the wheel regarding your career choice. Do you take a job earning **\$23,000** a year flying for a fee-for-departure airline? Or do you opt for another career? According to salary.com, the median starting salary for a registered nurse is nearly **\$64,000** a year, and a new sales rep earns more than **\$54,000**.

You don't need a finance degree to see that, for those entering the job market, the looming airline pilot shortage really comes down to a pilot pay shortage. **ALPA is working to enhance starting compensation for those entering the profession and provide a clear career path for all pilots.**



What path would you choose?

Spend **\$150,000–\$200,000** earning a college aviation degree, accumulating the required flight hours, and acquiring the necessary ratings.

Earn a starting salary of **\$23,000** flying for a fee-for-departure airline that offers no clear career path.

Make a living wage by choosing **another profession** that allows you to begin paying off your student loans.

PAY DAY



ALPA Resources & Contact Numbers

National Officers

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



Capt. Tim Canoll
President

Capt. Joe DePete
First Vice President



Capt. William Couette
Vice President—Administration/Secretary

Capt. Randy Helling
Vice President—Finance/Treasurer

Photos: Chris Weaver

HAVE YOU MOVED?

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

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State _____ Zip _____

Executive Vice Presidents

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



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



↑ **Capt. Andrew Massey**
(Delta)

↑ **Capt. Larry Beck**
(United)

↑ **Capt. Russell Sklenka**
(FedEx Express)

↑ **Capt. Mike McMackin**
(JetBlue)
CommutAir, Endeavor Air, Hawaiian, JetBlue, Piedmont, Spirit

↑ **Capt. Jeffrey Pruett**
(Air Wisconsin)
Air Transport International, Air Wisconsin, Atlantic Southeast, ExpressJet, PSA, Trans States

↑ **Capt. Paul Stuart, Jr.**
(Alaska)
Alaska, Compass, Envoy Air, Island Air, Mesa, Sun Country, Virgin America

↑ **Capt. Dan Adamus**
(Jazz)
Air Transat, Bearskin, Calm Air, Canadian North, First Air, Jazz Aviation, Kelowna Flightcraft, Wasaya



← **Capt. Rick Dominguez**
Executive Administrator

ALPA Sudoku (© paulspages.co.uk)

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

The solution to this month's ALPA sudoku can be found on [page 11](#).

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

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

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

Accounting and Finance
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703-689-4144

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ALPA Aeromedical Office
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ALPA Memorabilia
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703-481-4458

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

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703-481-4440

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703-689-4311

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

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202-797-4033

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

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

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

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

IT Operations and Services
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703-689-4179

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(Publishing@alpa.org)
703-481-4441

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

Real Estate
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Strategic Member Development and Resources
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Island Air-AIS MEC
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Jazz Aviation-JAZ MEC
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JetBlue-JBU MEC
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Kelowna Flightcraft-KFC MEC
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Mesa-MAG MEC
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PSA-PSA MEC 616-405-3962

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Sun Country-SCA MEC
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Trans States-TSA MEC
412-780-9036

United-UAL MEC 847-292-1700

Virgin America-VRD MEC
435-962-0951

Wasaya-WSG MEC
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Hawaiian-HAL MEC
808-836-2572

Membership Administration

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

Air Transat-TSC MEC
1-888-337-2033

Air Transport International-ATI MEC
505-263-8838

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

Alaska-ALA MEC 206-241-3138

Atlantic Southeast-ASA MEC
404-209-8566

Bearskin-BRS MEC
807-628-5683

Calm Air-CMA MEC
204-471-1000

Canadian North-CNP MEC
780-718-6012

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1-800-959-1751

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Other Organizations

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

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

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

2015 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is August 10, September 10, October 9, November 10, and December 10.

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

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