

May 2016

AIR LINE PILOT

Official Journal of the Air Line Pilots
Association, International 

ALSO IN THIS ISSUE:

» Lithium Batteries
page 60

» Fatigue and Fit
for Duty page 16

» Pilot Appointed
State Senator page 58


The Pilot-Partisan Agenda 5th Edition Page 18

Take Action to Deny NAI

Page 24

ALPA-PAC Roll of Distinction Page 36

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A photograph of two men sitting at a table in a modern office setting, engaged in a conversation. One man is wearing a light blue shirt and glasses, while the other is in a dark suit. A large blue text box is overlaid on the left side of the image.

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MAY 2016 CONTENTS

VOLUME 85, NUMBER 4

COMMENTARY

5 OUR UNION

Making Change a Reality

6 GUEST COMMENTARY

Working Together to Enhance Airline Safety and Security

FEATURES

16 FATIGUE AND FITNESS FOR DUTY

PILOT-PARTISAN AGENDA

18 IN THE ARENA

19 FAA

REAUTHORIZATION: FORGING CONSENSUS ON 'MUST PASS' LEGISLATION

24 ON THE RADAR

26 A TALE OF TWO HILLS

28 FROM ATOP PARLIAMENT HILL

30 Q&A WITH CANADIAN MINISTER OF EMPLOYMENT, WORKFORCE DEVELOPMENT, AND LABOUR MARYANN MIHYCHUK

32 CONNECTING THROUGH SOCIAL MEDIA—ALL-TWEET VERSION

33 DISTRICT ADVOCACY IN ACTION

34 ALPA-PAC: RAISING YOUR BIPARTISAN, PILOT-PARTISAN VOICE IN WASHINGTON, D.C.

36 2015 ALPA-PAC ROLL OF DISTINCTION



DEPARTMENTS

7 PREFLIGHT

52 ALPA TOOLBOX
'Trust Starts With You'

53 ALPA@WORK

ALPA Pilot Safety Reps Gather; ASO Councils Discuss Security, Jumpseat Issues

56 GLOBAL VIEW

One Voice, Heard Around the Globe

58 OUR STORIES

Holding Office

60 THE LANDING

Up in Flames

62 WE ARE ALPA

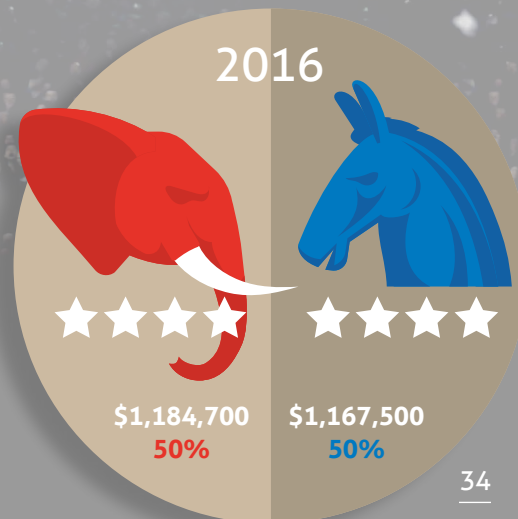
ALPA Resources and Contact Numbers

ABOUT THE COVER

ALPA pilots inside the U.S. Capitol, bringing their pilot-partisan agenda to Washington, D.C., decision-makers. Photo taken by Chris Weaver.



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Beyond the Page

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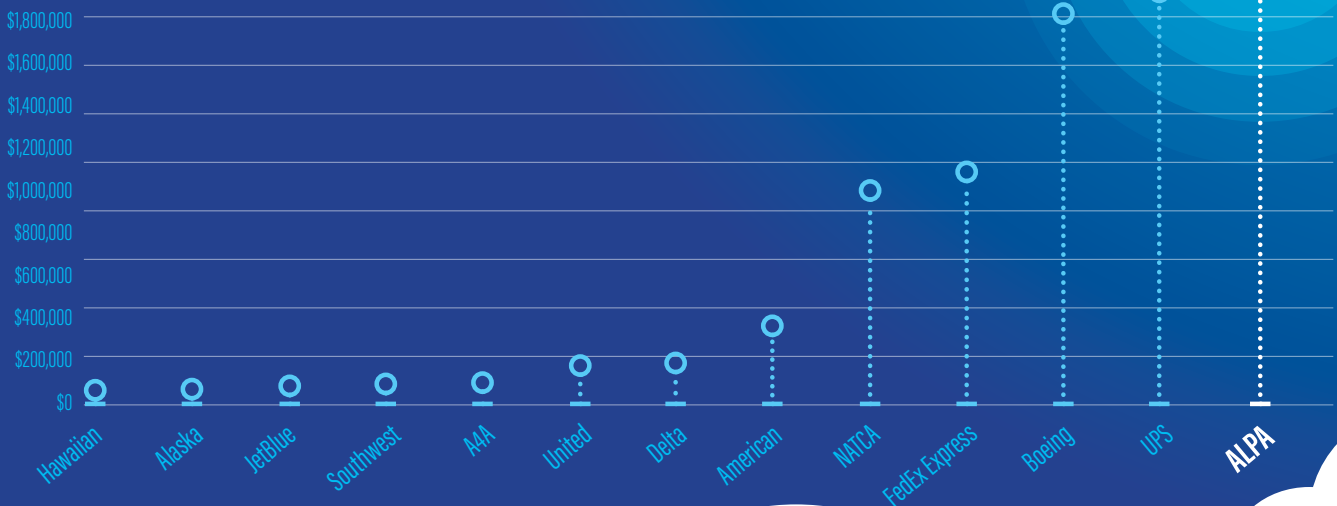


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Thank You to All ALPA Pilots Who Chose to Back the PAC This Election Cycle!

So far this cycle, ALPA-PAC has soared above all other aviation political action committees (PACs). Voluntary contributions from almost **10,000** ALPA members have made ALPA the largest aviation PAC in the country in terms of total spending.

2016 Cycle-to-Date PAC Money Spent on Federal Campaigns



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.

Working Together to Enhance Airline Safety and Security

By Sen. Amy Klobuchar (D-Minn.)



"A long-term reauthorization bill is essential to help enhance airline safety and strengthen security."

The benefits of having a modern, efficient, safe, and secure air transportation system cannot be overstated. From tourism to manufacturing, when we improve air transportation, we make it that much easier for people to travel and goods to ship. Simply put, better air travel means a stronger economy.

In my home state of Minnesota, for instance, tourism is the fifth-largest industry, generating \$11 billion in annual sales and providing nearly 11 percent of our total private-sector jobs. Any opportunity we have to make it easier for

people to visit our state is well worth it.

In addition, Minnesota is also home to Minneapolis–St. Paul International Airport. Many people have jobs that depend on a thriving airline industry, including the thousands of pilots who reside in the great state of Minnesota.

That's why, as a member of the Senate Commerce Committee, I worked hard to pass the Federal Aviation Administration Reauthorization Act of 2016. We knew that we couldn't have a repeat of the 2012 reauthorization, when disagreements and delays led to extensions and shutdowns. A long-term reauthorization bill is essential to help enhance airline safety and strengthen security.

The bill doesn't include everything we fought for. I worked closely with Sen. Barbara Boxer of California to push to include the Safe Skies Act, which would close the so-called "cargo carveout." Cargo pilots are exempt from the stronger pilot fatigue rules that Congress mandated after the tragic 2009 crash of Colgan Flight 3407 outside of Buffalo, N.Y. This distinction makes no sense. Cargo airline operations share the same airspace, the same runways, and the same airports as the rest of the airline industry and the flying public. While the Safe Skies Act didn't make it in this reauthorization,

I promise to keep working to close that carveout.

Other important provisions in the bill will enhance safety. Twenty-first century air travel can't rely on twentieth-century systems. Many of our air traffic control systems, for instance, were developed in the 1950s. We can replace those old systems with NextGen technologies, like satellites, instead of ground-based radar, virtual maps, up-to-date weather reports, and other real-time information to help our pilots navigate more safely and efficiently. This bill provides the FAA with the tools it needs to effectively implement the transition to NextGen and includes important oversight requirements to ensure that the FAA is moving forward in an efficient manner.

The bill we passed will also help strengthen security. If 9/11 was our wake-up call, the recent attacks in Brussels, Belgium, served as a reminder that we must do everything we can to strengthen security throughout our airports and in the air.

In Brussels, terrorists targeted the nonsecure areas of the airport, like baggage claim and check-in. We can do more to address these vulnerable areas of our airports. I worked with my colleagues to amend the bill to double the number of visible intermodal prevention and response teams from 30 to at least 60. These teams help provide important deterrent

security at potential air and ground transportation targets across our country. The bill will further improve existing security systems in airports by expanding bomb-sniffing dog patrols, law enforcement training for emergency situations, and security in all areas of the airport.

Finally, perpetrators of human trafficking are using our air transportation system to exploit women and children. The FAA reauthorization includes a bill I introduced earlier in the year with Sen. Mark Warner of Virginia, the Stop Trafficking on Planes Act. This bill would require training for flight attendants, who are on the front lines in this fight, to recognize and report suspected human trafficking. It builds upon existing voluntary programs run by the Department of Homeland Security and provides liability protections similar to those that currently exist for reporting suspected terrorist threats.

Charles Lindbergh, who grew up in Minnesota, once said that flying an airplane was a "dream that turned into reality." Today, air travel has turned into a necessity for economies to seamlessly move people and goods. Our air transportation system is too important to improve piecemeal. A long-term, comprehensive solution is needed, and in the 2016 reauthorization bill, we find that solution. I have been proud to partner with ALPA on this bill. Building on the work we've done in the Senate, I hope that my colleagues in the House will pass a bill that helps strengthen security and enhance safety. ✕

Preflight

Airline Industry News

> DOMESTIC NEWS

✈ The FAA announced that reports of unmanned aircraft systems (UAS) sightings from pilots, the public, and law enforcement officers have increased dramatically over the past two years. The agency said that it now receives more than 100 reports of UAS sightings each month.

✈ The U.S. Department of Transportation announced that U.S. airline passenger traffic reached an all-time

high last year—895.5 million passengers, up from the 2014 record of 853.1 million passengers.

✈ Per *AAAE Security Smart-Brief*, the U.S. and Canada are setting up a Redress Working Group to help resolve errors and mistaken identities on the countries' no-fly lists. The U.S. and Canada will also work together to track travelers' border entry and exit information and expand customs preclearance operations at some airports.

✈ In mid-March, United Airlines announced that its flights between Los Angeles International Airport and San Francisco International Airport will be partly powered by a biofuel mix supplied by AltAir Fuels. The airplanes flying these routes will run on a combination of 30 percent biofuel and 70 percent traditional jet fuel. United has agreed to purchase 15 million gallons of the mix over the next three years.

✈ *Air Transport World* reported that eruptions from Mount Pavlof, an active volcano located 600 miles southwest of Anchor-



age, Alaska, caused Alaska Airlines to cancel a total of 69 flights from March 28 to 29 because of a massive ash cloud. "We simply won't fly where ash is present," said John Ladner, director of operations for Alaska Airlines. Volcanic ash can severely reduce visibility and cause engine failure. In related news, First Air canceled a total of 20 flights due to the eruption. "The aircraft would actually be flying in a cloud of very small rocks that act like sandpaper on an aircraft," said Bert van der Stege, First

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Air's vice president.

✈ The Associated Press reported that **the first Airbus airplane produced by the company's U.S. manufacturing plant in Mobile, Ala., took off on its maiden test flight on March 21**, flying for several hours over the Gulf of Mexico. The airplane is slated for JetBlue Airways.

➤ **INTERNATIONAL NEWS**

✈ On March 22 terrorists set off three coordinated nail bombings in Brussels, Belgium: two at Brussels Airport and one at a metro station.

Thirty-five victims were killed in the attacks, and more than 300 were injured. The explosions at the airport shattered windows and caused significant interior damage. Following the attacks, the Belgian government closed the airport, which reopened on April 3.

✈ On March 19, a FlyDubai B-737-800 crashed while landing at Russia's Rostov-on-Don Airport, killing all 62 people on board, according to Reuters. The accident is under investigation, and the information from the airplane's flight data recorder is being analyzed.

✈ Air Transport World reported that **Air China and United Airlines have signed a deal to expand their strategic partnership, creating a "joint strategic initiative that will significantly deepen coordination between the two airlines."** The partners will expand connecting flight opportunities for service between China and the U.S.

✈ According to a recent SkyTrax survey based on passenger feedback, **the world's top airport is Singapore Changi**, reported *Fortune* magazine. SkyTrax, an airline review and rating agency, collects millions of votes from

around the world each year to rank the best airports around the globe. Second and third, respectively, are Incheon International Airport in South Korea and Munich Airport in Germany. (The top-ranked North American airports are Vancouver International—14th, Denver International—28th, and Cincinnati/Northern Kentucky International—32nd.)

✈ Per *Aviation International News*, **Airbus will be establishing a pilot and maintenance center in Delhi, India, to support accelerating growth in India's airline industry and the resulting need**

TakingOff

Redoubling Our Efforts



As this issue of *Air Line Pilot* goes to press, an unprecedented 12,000 ALPA members engaged in our Call to Action to **#DenyNAI** within the first few days of launching the

campaign. Just one message was all it took for everyone to understand the gravity of the unacceptable decision that the Department of Transportation intends to approve Norwegian Air International's application for a foreign air carrier permit. This ill-advised decision essentially endorses the carrier's scheme to undercut our jobs and sets a very dangerous precedent for the future of our industry.

Two things were very clear to me as we redoubled our efforts on this issue to push for a reversal. The first: our education campaign—which began more than two years ago and was car-

ried forth by ALPA members, staff, and our allies—was indeed an effective one. Everyone knows what it means when we say **#DenyNAI**. It's become synonymous with flag-of-convenience schemes and unfair competition.

The second: How quickly our members and our fellow line pilots around the globe will rally for a cause to safeguard our profession. I witnessed this firsthand during the recent International Federation of Air Line Pilots' Associations conference (see page 56). This topic dominated the discus-

sion, and all in attendance committed to a unifying resolution. Outside of our own profession, this cause is supported by more than 150,000 aviation and transportation workers, along with a groundswell of support from the public and Members of Congress.

If you haven't already engaged, please take the time to participate. Please visit www.alpa.org/denynai or scan the QR code to see

the different avenues to lend your support. We have Calls to Action for ALPA members as well as every other concerned citizen who is baffled by the unabashed decision to open the door to unfair competition. From social media pushes to letters to Members of Congress, we encourage you to participate and share the link with your friends and family.

Our voice is loud—but now, more than ever, we need it to be thunderous.

Lori Garver, General Manager
Lori.Garver@alpa.org



CONTACT THE WHITE HOUSE AND DOT TO DEMAND ENFORCEMENT OF OUR TRADE DEALS AND PROTECT OUR JOBS!
THANK YOU FOR YOUR SUPPORT.
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for skilled airline professionals. The center is slated to open in 2018 and will house four A320 full-flight simulators and have the capacity to train more than 8,000 pilots and 2,000 engineers.

Front Lines

➤ DOT's NAI Decision Exposes Flawed U.S. Aviation Policy

"We are extremely disappointed by the U.S. Department of Transportation's [DOT] intention to permit Norwegian Air International [NAI] to fly to and from the United States because it's an affront to fair competition," said Capt. Tim Canoll, ALPA's president, on April 15. "The DOT is proposing to allow a foreign airline to compete directly with U.S. airlines on long-haul international routes with unfair economic advantages.

"NAI has picked its place of incorporation based on whether that nation's tax and regulatory laws are favorable," continued Canoll. "As a result, NAI gains an enormous competitive advantage over U.S. airlines, which are required to do business under one set of U.S. laws and regulations. This isn't a fair market.

"This is yet another very troubling instance that demonstrates the failure of our trade agreements to protect American workers," Canoll said.

Norwegian Air Shuttle, NAI's parent company, centers its operations in Norway and has established NAI as an Irish airline expressly to avoid

Norway's employment laws.

The record in this case shows that NAI intended and may still intend to use flight crews that will be hired on Singapore employment contracts with compensation substantially below that of Norwegian's Norway-based employees.

In addition, NAI's operations in the transatlantic market are at odds with the U.S.–EU Air Transport Agreement, which is designed to deter efforts to undermine labor standards. ALPA has called for the U.S. government to evaluate current and future U.S. Open Skies policy to ensure it doesn't undercut fair competition by preventing flag-of-convenience business practices such as NAI's.

NAI's business plan has prompted an outpouring of bipartisan concern from Congress. More than 200 Members of Congress have sent letters to U.S. Transportation Secretary Anthony Foxx calling for him to deny the NAI application. Both houses of Congress have passed legislation that was signed into law requiring the DOT to ensure that any applications for U.S. foreign air carrier permits made under the U.S.–EU Open Skies Agreement follow the terms of the agreement as well as U.S. law.

"U.S. airlines and their workers are driven to compete and prevail in the international marketplace, but we need a level playing field," said Canoll. "It's unfortunate that DOT's tentative decision provides yet another example of how the U.S. government's own policies can contribute



← Capt. Tim Canoll, center, ALPA's president, participates in a panel discussion at NATCA's Communicat-ing for Safety conference.

to a competitive imbalance skewed against U.S. airlines and their employees. The United States must reform its international aviation policy to make certain that U.S. airlines can compete in the global marketplace. ALPA will ask the DOT to revise its tentative decision and to deny NAI's application for a foreign air carrier permit."

➤ ALPA Talks Pilot Supply at NTAS

At the 2016 National Training Aircraft Symposium (NTAS) held in mid-March, Capt. Paul Ryder (ExpressJet), ALPA's national resource coordinator, presented the facts about the sufficient number of qualified airline pilot candidates who are available to fly for airlines that offer the right career opportunity. He also shared with the more than 80 attendees ALPA's perspective about the change needed to ensure that qualified candidates are in strong supply in the future. Participating on a panel that included stakeholders from across the industry, Ryder spoke about how the industry can attract new pilots.

Held in Daytona Beach, Fla., NTAS is an annual event hosted by Embry-Riddle Aeronautical University to bring together stakeholders who have interest in furthering efficiency and effectiveness of pilot training in a formal training, education, and academy environment. The 2016 Pilot Supply & Demand Summit was held in conjunction with NTAS.

➤ Pilots, Controllers Connect at NATCA Safety Conference

The National Air Traffic Controllers Association (NATCA) invited ALPA pilots, as prime users of the national airspace system (NAS), to participate in its 18th Communicat-ing for Safety conference, held in Las Vegas, Nev., in late March. ALPA members were well represented, serving on panels, providing speeches, and participating in question-and-answer sessions.

Capt. Tim Canoll, ALPA's president, participated on the opening panel "The Pros and Cons of the Aviation Innovation, Reform, and Reauthorization Act of 2016," which examined the latest version of the U.S. House of Representatives legislation to reauthorize the FAA. Among the current issues under consideration is the potential privatization of the air traffic organization (ATO), an issue ALPA's Executive Board examined last year when it amended policy regarding terms for a safe and efficient ATO.

As part of the discussion, panelists explored how the proliferation of unmanned aircraft systems (UAS) affects flight operations and what must be done to address safety concerns. Canoll noted that UAS must be managed like any other vehicle entering the NAS. "If it's intended to operate in our airspace that you control and we fly in—or it could blunder into that airspace—it needs to have everything an aircraft

CORRECTIONS

On page 17 of the print version of the April issue, the Market Watch chart headings "2/29/16" and "2/28/15" were inadvertently inverted.

On page 28, information in the Delta 2015 hiring data chart regarding total pilots hired and total flight hours was incorrect. Below is the correct information.

Total Hired
921

Total Flight Hours
Average: 5,454
Least: 1,500
Most: 23,000

chairmen for both airlines issued statements to their pilot groups that focused on the importance of working together to protect and advance the interests of all pilots involved in this transaction.

In his letter, Capt. Chris

has," he said.

Other ALPA pilots participating in the conference included Capt. John Drexler (United), ALPA's Air Safety Organization (ASO) director of ATC procedures, who emphasized during a panel discussion titled "Pilot/Controller Communications" the need for standard terminology. Capt. Mike Schilz (Delta), a member of ALPA's Accident Investigation Board, highlighted the importance of controllers advising pilots of upcoming adverse conditions in a discussion titled "Aviation Weather."

In addition, Capt. Al Haynes (United, Ret.), the confer-

ence's keynote speaker, shared his story as the pilot-in-command of United Airlines Flight 232, which crash landed in Sioux City, Iowa, in 1989. Thanks to a collaborative effort involving controllers and others, 185 people survived the crash.

➤ 65th Airport Added To KCM

On March 8, Bishop International Airport (FNT) in Flint, Mich., became the 65th airport participating in the Known Crewmember® (KCM) program. KCM provides expedited and enhanced security screenings of authorized pilots and flight

attendants. Crewmembers access KCM at FNT's main security checkpoint.

For more KCM information, go to www.knowncrewmember.org or visit www.alpa.org/apps and download the ALPA app.

➤ Alaska and Virgin America MECs Address Merger News

Alaska Air Group, parent company of Alaska Airlines, announced on April 4 that it had reached an agreement to acquire Virgin America, Inc. Following the merger announcement, the Master Executive Council (MEC)



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→ Pilots from United, JetBlue, and Southwest, along with AFA flight attendants, picket in Boston, Mass., to demonstrate their concern with an attempted takeover of United Airlines.



Notaro, the Alaska pilots' MEC chairman, encouraged Alaska's pilots to introduce themselves to their fellow ALPA Virgin America pilots and welcome them into the Alaska family. He wrote, "The [Alaska] MEC goals and objectives are to improve and protect the wages, benefits, work rules, and job security of all Alaska Airlines pilots—past, present, and future. This merger gives us an opportunity to strengthen these important elements of our careers for the pilots of both premerger carriers."

Capt. Joe Youngerman, the Virgin America pilots' MEC chairman, echoed Notaro's remarks and added, "Both airlines have proud cultures, strong balance sheets, loyal customers, and have been growing into new markets. This merger will allow this to continue and give both pilot groups the opportunity to build an even stronger future together."

Notaro and Youngerman, along with Alaska's Capt. Sean Hansen, MEC vice chairman, and Capt. Will McQuillen, MEC secretary-treasurer, and Virgin America's Capt. Keith Louis, MEC vice chairman, and Capt. Steve Darling, MEC secretary-treasurer, have met with Alaska CEO Brad Tilden.

➤ Delta Pilots File for Mediation

On March 31, the Delta pilots' Master Executive Council (MEC), along with Delta Air Lines, filed for mediation with the National Mediation Board (NMB). Consistent with the Railway Labor Act, the Delta pilot working agreement required that both par-

ties file for mediation if no agreement was reached by March 31.

The NMB has taken control of the process, and a federal mediator is overseeing negotiations.

Since the contract's Dec. 31, 2015, amendable date, progress has been slow. However, the pilots and Delta signed a protocol agreement in March that was intended to set a steady pace for negotiations. Both parties have committed to continue meeting on a regular basis, even without the presence of the mediator.

"We're prepared to meet our goal of delivering an agreement, one that you will strongly ratify, by this summer," wrote Capt. John Malone, the pilots' MEC chairman, in his March 31 letter to the pilot group.

On Dec. 22, 2015, the pilots delivered a market-based reengagement proposal to Delta. In a remarkable post-bankruptcy recovery, the company has achieved record profits over the last few years. In February, Delta earned an investment-grade credit rating from Moody's due to the company's strong balance sheet and profitability forecast. Delta's pilot compensation, however, has yet to fully recover from bankruptcy-era pay cuts and the loss of retirement benefits.

Malone stated in a March 20 letter to the pilots, "The market for pilots is rising, and delay will only cost Delta more. As we are saying to the investment community, 'We are investment grade,' and have earned an investment-grade contract."

➤ United Pilots, Employees Express Concern Over Attempted Takeover

United pilots and members of fellow labor groups gathered on April 6 at the headquarters of PAR Capital Management and Altimeter Capital in the Boston, Mass., Financial District to express their concern regarding the groups' attempt to gain effective control of United's Board of Directors.

Years of sacrifice and sweat equity by the pilots and other employees are finally paying dividends for the airline and its customers. The attempted board takeover by PAR and Altimeter is ill-timed and ill-conceived, according to the pilots who, along with Wall Street, question the motive behind their actions.

"Due entirely to its dedicated employees, United Airlines has positioned itself to become the world-class operation that was promised by the United/Continental merger. The efforts, professionalism, and dedication of our pilots and our fellow employees are producing rewards and value for all stakeholders," said Capt. Todd Insler, the pilots' Master

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of April 1:

Air Transport International—A Section 6 notice was received on Dec. 5, 2014. Negotiations have been postponed until a later date.

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Pilots and management reached a tentative agreement on Aug. 4, 2015. The pilots rejected the tentative agreement on Oct. 7, 2015. Mediation continues May 18–21.

Delta—A Section 6 notice was filed on April 6, 2015. Pilots and management reached a tentative agreement on June 4, 2015. The pilots rejected the tentative agreement on July 10, 2015. An application for joint mediation was filed on March 31, 2016. Negotiations continue.

First Air—A notice to bargain was filed on Aug. 31, 2015. Negotiations continue.

Hawaiian—A Section 6 notice was filed on Feb. 17, 2015. An application for joint mediation was filed on Oct. 23, 2015. Mediation continues.

Jazz Aviation—A notice to bargain was filed on March 28, 2016.

JetBlue—A Section 6 notice was filed on March 2, 2015. Negotiations continue May 16–20.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Pilots and management reached a tentative agreement on July 23, 2015. The pilots rejected the tentative agreement on Oct. 2, 2015. Negotiations continue May 3–5 and June 14–16.

Spirit—A Section 6 notice was filed on April 28, 2015. Negotiations continue May 17–19, June 7–9 and 21–23, July 12–14 and 26–28, and August 9–11 and 23–25.

Virgin America—A notice to bargain was filed on Jan. 11, 2016. Negotiations continue May 23–26, June 22–24, and July 11–14.

Wasaya—A notice to bargain was filed on March 1, 2016.

Solution to this month's ALPA sudoku on page 62.

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

New ALPA Reps

As of April 11, the Election Ballot and Certification Board certified election results for the following local councils:

- Sun Country 15 F/O Daniel White, Secretary-Treasurer
- United 57 F/O Brian Castile, Secretary-Treasurer
- United 173 F/O Adam Boardley, Secretary-Treasurer
- ExpressJet 177 F/O Chad Adams, Vice Chairman (F/O Rep)

Executive Council chairman. "We do not welcome outside influences attempting to raid our financial coffers when those resources should be reinvested into the corporation and its employees, thereby providing a better product for all stakeholders. The attempts by PAR and Altimeter are unnecessary distractions to our commitment to improving customer service and continuing to help sustain United Airlines' upward trajectory."

➤ Hawaiian Pilots Vote On Strike Authorization

On April 14, the Hawaiian pilots' Master Executive Council (MEC) voted unanimously to conduct a strike authorization ballot. The pilots also asked ALPA national to authorize a \$2 million grant from the Association's Major Contingency Fund to help pay for prestrike preparation and other logistical support.

"When we opened negotiations on a new contract a year ago, we thought negotiations would be simple because the airline was performing so well," said Capt. Hoon Lee, the pilots' MEC chairman. "But our patience is at an end because management seems determined to force the pilots to continue to work under a substandard contract for as long as possible."

Voting on the strike ballot began on April 25 and will conclude on May 17. If the ballot passes, it would authorize the MEC to declare a strike once the pilots are given permission to do so by the National Mediation Board (NMB).

"We're frustrated and dismayed that management steadfastly refuses to share in its financial success when Hawaiian is recording the best revenues, stock price, and market capitalization in its history," Lee said. "We certainly want a contract, not a strike, but we will not stand by and watch while we fall further behind our peers at other airlines. This strike authorization vote will give us the means to take all legal actions to attain the goal of a fair, market-rate contract if management forces us down that road."

Before a strike could take place, the NMB would have to release the two sides from mediation, and then offer binding arbitration. If either party rejects arbitration, a 30-day cooling-off period would begin, after which both parties could exercise self-help.



The pilots met with a federal mediator in late April and another session is scheduled for early May.

In mid-March, more than 325 Hawaiian Airlines pilots and other supporters conducted informational picketing outside Honolulu International Airport to show their frustration with the lack of progress at the negotiating table.

➤ Island Air Pilots, New Management Hold First Meeting

In late March, Capt. Jim Morris, the Island Air pilots' Master Executive Council (MEC) chairman; Capt. Mike Bremner, the pilots' Negotiating Committee chairman; and

← Hawaiian pilots participate in five hours of informational picketing at Honolulu International Airport to demonstrate their resolve to achieve a market-rate contract.

ALPA staff held several days of in-depth discussions with Island Air's new CEO on the airline's future. It was the pilots' and senior management's first meeting since a group of investors bought the airline from software billionaire Larry Ellison, and both sides agreed that they must work together to make Island Air succeed.

The pilots have asked management to resolve several outstanding grievances, including one dealing with a new aircraft letter of agreement (LOA). The LOA was intended for new, larger Dash 8-Q400s that Ellison had purchased but were never placed into service. Other open issues include vacancy bids and reserve assignments. The new owners are trying to recover from a series of disastrous business decisions by Ellison, includ-



Education Committee Update

ALPA Pilot Meets With ISU Aviation Students

As part of a strategic initiative to expand ALPA's university outreach program, the Association's Education Committee recently visited Indiana State University (ISU) in Terre Haute, Ind. F/O Richard Swindell (United) talked with 30 students enrolled in the professional pilot program about the challenges and benefits of being an airline pilot, ALPA's advocacy role, and how the Association supports pilots and the piloting profession, along with common issues

and activities related to a day in the life of an airline pilot.

ALPA has established professional development and/or mentoring programs at Embry-Riddle Aeronautical University in Daytona Beach, Fla., and Prescott, Ariz.; Lewis University; Purdue University; Parks College of Engineering, Aviation, and Technology at Saint Louis University; Southern Illinois University; University of North Dakota; and Western Michigan University.



↑ F/O Richard Swindell (United) talks with aviation students at Indiana State University.

Contact Education@alpa.org if you'd like to participate in one of the existing ALPA programs or are interested in starting a program at your alma mater.

ing eliminating the bulk of the airline's routes to concentrate on flying to Ellison-owned resorts on the island of Lanai. Since the sale, the airline has canceled its Lanai service and reopened routes to other Hawaiian islands.

➤ Envoy MEC Hosts CIRP Training

Pilot volunteers from Air Transat, Envoy Air, JetBlue, and American met in Dallas, Tex., in late March for critical incident response training hosted by the Envoy Air Master Executive Council. Capt. Louise Cullinan (Mesa), ALPA's Critical Incident Response Program (CIRP) chairman, was the key speaker for the day-long session. She was joined by American Airlines

Flight Assist Chairman Ken Hagan, a former America West pilot and ALPA CIRP vice chairman.

CIRP helps mitigate the psychological effects of an incident or accident and aids in the normal recovery from these events before harmful stress reactions affect job performance, careers, families, and health. CIRP volunteers provide assistance to pilots and crewmembers who have experienced stress and trauma as a result of airline accidents and incidents and are instrumental in connecting people with the resources they need to ensure their recovery and return to service.



'My First Flight'

I happened to thumb through my father's December 2015 issue of *Air Line Pilot* and came across "My First Flight." The first article, "The Best Job in the World" by Capt. Thomas Bishop, caught my eye—especially when I spotted the words Eastern Airlines. My dad, Capt. Richard H. Johnson, was a Navy pilot in World War II and then a pilot for Eastern for 34 years. He retired in 1980 upon his 60th birthday, rather unwillingly, I might add, as he was still in remarkable health and a superb pilot (I realize I'm somewhat biased).

When Capt. Bishop commented that after thanking the pilots for his wonderful visit to the cockpit and that they had the best job in the world, he had wondered what Capt. Smith meant when he had said, "Shh, don't tell anybody." I knew exactly what Capt. Smith had meant because my dad felt the exact same way, often commenting that he was able to do the one thing he would rather do than anything else in the world. He loved to fly. We were very proud of him and were blessed to be part of the Eastern family.

My dad passed away this past November. He and I were very close, and this article touched me deeply, especially Capt. Bishop's comment that "the legacy of Eastern Airlines will never be forgotten." I would love Capt. Bishop to know how much his article moved me.

Karen Johnson Russell

In Memoriam

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

2009

Capt. James N. Swick	Braniff	June
Capt. George L. Garcia	Midway	September
Capt. Ronald O. Bynum	TWA	November
Capt. John I. DeVine II	Braniff	December
Capt. Charles K. Dosch	US Airways	December
Capt. Kevin T. Markham	Gemini	December
Capt. Ervin D. Matthews	Braniff	December
Capt. Aadron A. Pierce	Frontier	December

2010

Capt. Jerome A. Buffington	Emery Worldwide	January
F/O John M. King	Atlas Air	January
Capt. Kent R. Spitzer	Midway	January
Capt. Joseph R. Manthey	Braniff	February
Capt. Robert G. Anderson	Eastern	March
F/O Alexander W. Romanoff	Polar Air Cargo	March
S/O William S. Murray	Braniff	April
F/O Hans Moetteli	Braniff	May
Capt. Raymond K. Banks	Frontier	June
Capt. Martin C. Biersmith	Braniff	June
Capt. Larry A. Hamblen	ATA	June
Capt. William O. Heidel	Braniff	August

F/O Johnnie W. Leonard	Braniff	August
F/O Richard F. Foster	TWA	September
Capt. Jimmie P. Wyche	Frontier	September
Capt. Robert G. Donnelly	Tower Air	October
S/O Ludwell W. Denry	Braniff	November

2012

S/O Bill R. Mehew	TWA	March
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2013

Capt. Arden J. Hartzler	United	October
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2014

Capt. Bobby M. Honeycutt	US Airways	April
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2015

Capt. William J. Callahan	United	August
Capt. Lewis J. Ameel	Ozark/TWA	September
Capt. Jeff Mountain	Envoy Air	October
S/O Adolph P. Passarell	TWA	October
Capt. Brandon S. Powell	United	October
Capt. Gerald M. Ruder	Ozark/TWA	October
Capt. R.H. Johnson	Eastern	November
F/O Douglas L. Crawl	Pan American	December
Capt. Warren L. Hitt	Braniff	December
Capt. Jim A. Moore	US Airways	December

Capt. Frederick R. Schmidt	United	December
Capt. Roger W. Schmidt	TWA	December

2016

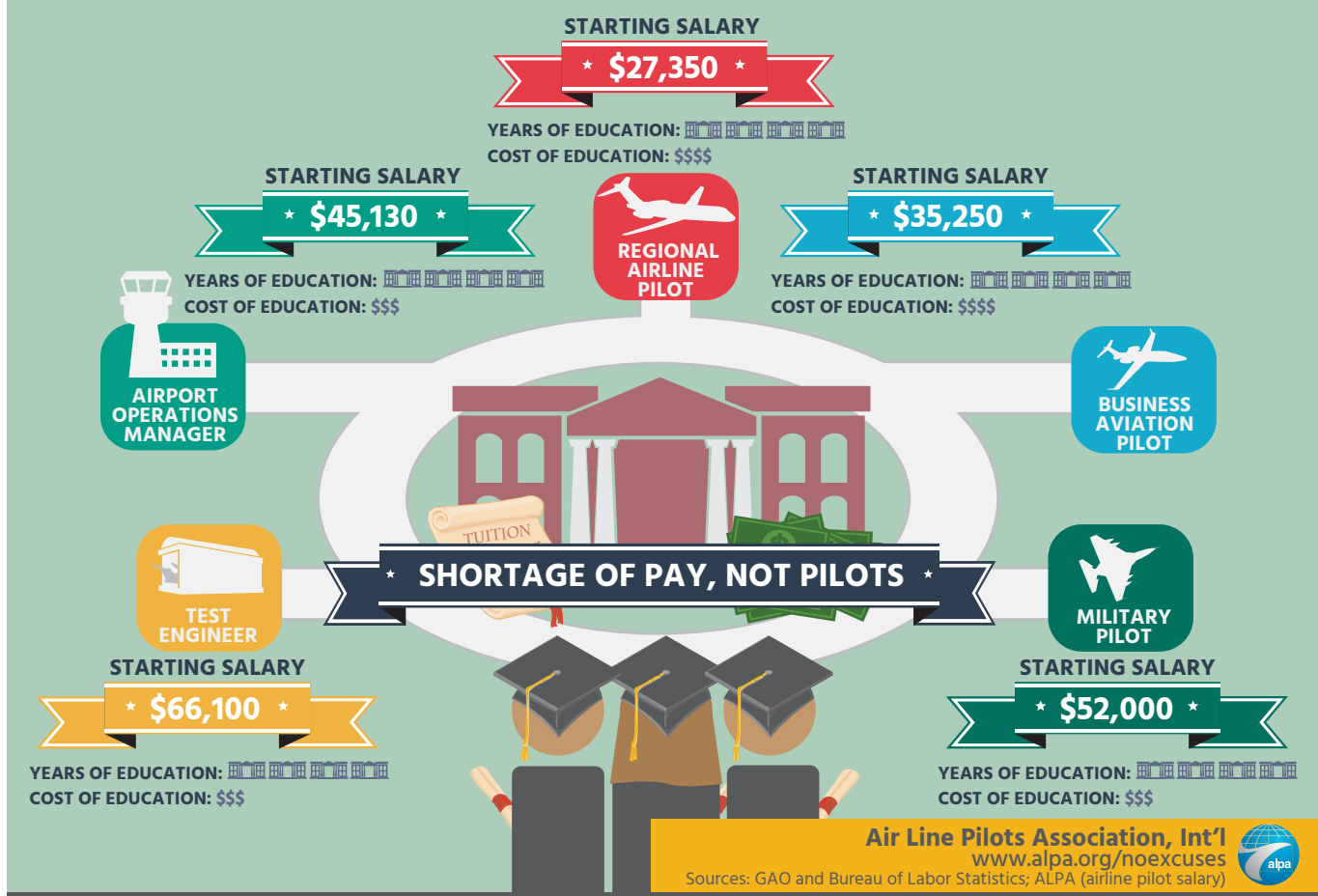
Capt. Paul R. Clifton	Midway	January
Capt. Day E. Lunt	Braniff	January
Capt. Earl. E. Nelson	United	January
Capt. Martin J. Barron	Delta	February
Capt. Gary L. Byers	America West	February
Capt. Walter W. Cline	Braniff	February
Capt. James M. Daniels	United	February
F/O Robert J. Delaney	Atlantic Southeast	February
Capt. Joseph V. Fabbo	United	February
Capt. Ray M. Leiby	Eastern	February
Capt. Joseph V. Manussier	Northwest	February
Capt. Harry J. Miller	Frontier	February
Capt. H.R. Perkins	US Airways	February
Capt. Silas C. Peterson, Jr.	Northwest	February
Capt. Dennis B. Rawls, Jr.	Eastern	February
Capt. Norman A. Rice	Northwest	February
Capt. Verle L. Roth	United	February
Capt. Leon L. Bourgeois	United	March

Capt. Hugh S. Boylan, Jr.	Delta	March
Capt. William Christie	United	March
F/O William S. Elligott	Delta	March
Capt. James L. Graybill	Eastern	March
Capt. Gino Greatti	Delta	March
Capt. James R. Hart	Delta	March
Capt. James D. Hendricks	Delta	March
Capt. Paul K. Herrick	United	March
Capt. Jesse D. Hill	Northwest	March
Capt. James F. Hoak	United	March
Capt. David C. Huether	AirTran	March
Capt. Walter D. Ingle	Eastern	March
Capt. Robert W. Jacobelli	Eastern	March
Capt. William R. McCluskey	FedEx Express	March
Capt. David K. McCoy	United	March
Capt. Richard N. Orr	United	March
Capt. Donald E. Parker	United	March
Capt. Dave P. Perrine	United	March
Capt. Ray G. Piland	Delta	March
Capt. Douglas L. Raasch	Delta	March
Capt. R.F. Robinson	Pan American	March
Capt. R. Blair Smith	Northwest	March
Capt. Luke B. Solum	United	March
Capt. James W. Stahlke	Delta	March

Compiled from information provided by ALPA's Membership Administration Department

No Excuses: Keep U.S. Airline Pilot Qualifications Strong

Just as generations past, today's youth dream of becoming airline pilots. Unfortunately, potential pilots are looking at the cost of achieving that dream versus the benefits and finding a hard decision lies before them. To become an airline pilot, airlines require applicants to have a college degree, which, with flight training obtained in college, can cost upwards of \$170,000 in loans with starting pay at just \$27,350/year. As a result, many potential pilots are making the tough decision to choose other aviation careers. Raising pilots' wages, benefits, and quality of life would change the equation, incentivizing these bright young people to achieve their dream.



MARKETWATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	3/31/2015	3/31/2016	% CHG.
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$22.02	\$47.19	114.31% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$9.22	\$15.38	66.81% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$14.61	\$19.99	36.82% ▲
Bearskin, Calm Air	Exchange Income Corporation ¹	TSX: EIF	\$21.35	\$27.73	29.88% ▲
Virgin America	Virgin America, Inc.	NASDAQ: VA	\$30.40	\$38.56	26.84% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ	\$6.17	\$7.77	25.93% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$66.18	\$82.02	23.93% ▲
Jazz Aviation	Chorus Aviation, Inc. ²	TSX: CHR.B	\$5.99	\$6.59	10.02% ▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$19.25	\$21.12	9.71% ▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$44.96	\$48.68	8.27% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$165.45	\$162.72	-1.65% ▼
United	United Continental Holdings, Inc.	NYSE: UAL	\$67.25	\$59.86	-10.99% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$52.78	\$41.01	-22.30% ▼
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$77.36	\$47.98	-37.98% ▼

¹ Exchange Income Corporation declared eligible dividends totaling \$0.16 per share for the month of March on Mar. 17, 2016.

² Chorus Aviation, Inc. announced a monthly dividend of \$0.04 per Class A and Class B shares for the month of March on Mar. 21, 2016.

“Getting lithium-ion battery shipments off of passenger aircraft is the right move to make.... The government of Canada is committed to keeping the traveling public safe, and I believe this measure, which will have no impact on the flying public, will improve public safety.”

—The Honourable Marc Garneau, Canadian minister of Transport

“The issue lies with the lack of enforcement of the regulations by governments. So it is essential that authorities redouble their efforts to enforce the regulations and close the loopholes that prevent prosecutions of serial offenders.”

—Tony Tyler, secretary general of the International Air Transport Association, speaking about the air transport of lithium batteries

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.

“As the House acts to clear the way for a bipartisan, long-term FAA reauthorization, it is imperative that that legislation include language mandating the installation of secondary cockpit barriers on board commercial airliners.”

—U.S. Rep. Mike Fitzpatrick (R-Pa.)

“Transportation connects people to opportunity and can invigorate opportunity within communities. To the greatest extent possible, we should support transportation projects that do both.”

—Anthony Foxx, secretary of the U.S. Department of Transportation

Fatigue & Fitness for Duty

By Capt. Don Wykoff (Delta), Chairman, ALPA Flight Time/Duty Time Committee

“The decision to extend or to refuse an FDP extension is the responsibility of the pilot-in-command.”

Two years have passed since the implementation of FAR Part 117, and one of the most significant aspects implemented with the rule was the concept of flight duty period (FDP) extensions. Confusion still exists about the concept of extensions, how to accept or not accept an FDP extension, and the concept of fatigue versus fitness for duty.

Extending an FDP is a relatively rare occurrence, but it does merit a discussion ahead of time so that we have some measure of anticipated actions when the decision is ours to make. Most importantly for you, the pilot-in-command, determining how to handle the need for an FDP extension is just another in a series of operational decisions you make on every flight. When reviewing the need for an FDP extension, consider both your current state of fitness and, to the best of your ability, your projected state of fitness at the end of the extension and make the appropriate determination.

There are two other key components for extending an FDP. First, it must be due to unforeseen circumstances, and second, the extension must be known to the flight crew. At the beginning of the

day, a request to extend an FDP 12 hours from that time is hardly unforeseen and far from being certain. You have to be in a circumstance in which the extension is definitively known. Then, and only then, can you begin to apply a fatigue or fitness-for-duty determination on the need for an extension.

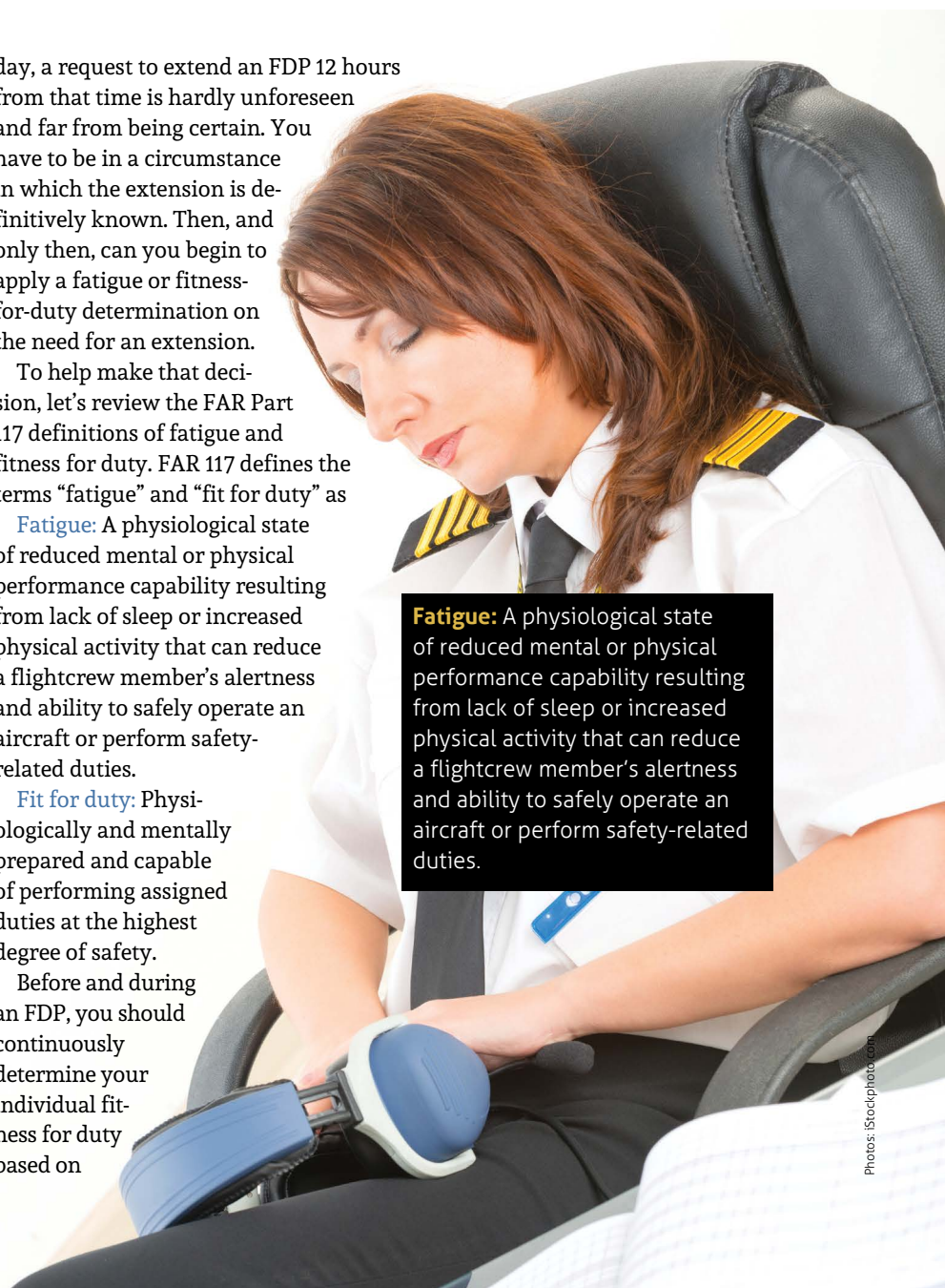
To help make that decision, let's review the FAR Part 117 definitions of fatigue and fitness for duty. FAR 117 defines the terms “fatigue” and “fit for duty” as

Fatigue: A physiological state of reduced mental or physical performance capability resulting from lack of sleep or increased physical activity that can reduce a flightcrew member's alertness and ability to safely operate an aircraft or perform safety-related duties.

Fit for duty: Physiologically and mentally prepared and capable of performing assigned duties at the highest degree of safety.

Before and during an FDP, you should continuously determine your individual fitness for duty based on

Fatigue: A physiological state of reduced mental or physical performance capability resulting from lack of sleep or increased physical activity that can reduce a flightcrew member's alertness and ability to safely operate an aircraft or perform safety-related duties.



Photos: iStockphoto.com



ALPA's Part 117 app is available for Apple, Windows, and Android devices and can be downloaded from www.alpa.org/apps.

these definitions. If you feel you're either fatigued or not fit for duty, you have a responsibility under FAR Part 117 to report your condition to your airline, which then has the responsibility to remove you from continuing the assigned FDP.

With that as background, here are a few thoughts on the practical application of each term in our day-to-day operation. Simply put, fatigue is a present state. Fitness for duty includes fatigue and is also prospective in nature. But nothing is ever that simple, right? The first part of the statement is ironclad. If you're fatigued, it's a present state or condition. And once you've advised your company, you're finished with that flight duty period and need to be placed into rest.

Fitness for duty is more complex. While it's primarily a prospective determination, it can also be a current state or condition. For example, if you've just completed a particularly demanding situation, such as a high-speed abort or engine failure after takeoff, you may find yourself in a position in which you shouldn't be continuing a flight duty period—and that determination wouldn't be due to fatigue, but rather for fitness for duty as a present state or condition.


In a prospective application of fitness for duty, you may find that after a couple of legs and a lengthy delay, the five-hour flight followed by a Cat. III approach that's extending your flight duty period very late on your body clock may not be the best course of action. In this case, stating that you aren't fit for duty would be your rationale—because while not being fatigued at that moment, you highly anticipate you will be due to the long duty day and late hour of the day. In this example, since you've concluded that you aren't currently fatigued, your fitness may permit an acceptable change to your schedule (reroute). In all of these examples, explaining your situation in plain language, such as "I'm not fit to accept an extension," will likely facilitate the appropriate course of action in the shortest amount of time.

Some pilots have reported feeling pressured to continue when they were unsure or declared they were fatigued or inclined to refuse an extension. FAR Part 117 was designed for both parties, the certificate holder (your airline) and the pilot-in-command, to be co-responsible in the decision-making process. Pilot pushing is a serious allegation. If you believe you're being pushed after you've made the correct decision to extend or not extend from a safety standpoint, you should report the details to your ALPA representative and file an Aviation Safety Action Program (ASAP) report. ALPA will follow up as required with your flight operations management to ensure that the system works as intended.

It's important to restate that the decision to accept or refuse an extension is no different from any other operational decision that we make every day. Whether you're a newly minted captain or a seasoned veteran, you have a responsibility under FAR Part 117 to determine both your, and your crew's, ability to accept an extension. In addition to scheduling notifications and electronic flight bag tools your carrier may provide, ALPA's Part 117 smartphone and tablet app is popular with many pilots and provides a ready means to help track Part 117 compliance.

In summary, the decision to extend or to refuse an FDP extension is the responsibility of the pilot-in-command. This decision is just like any other operational decision that ev-

ery crew makes every single day when the situation presents itself. We don't let outside pressures sway our decision during other operational situations, and handling the need for an extension should be no different. Don't rush—consider all available information and make the informed decision. You'll be supported. ALPA has your back! ✈



Fit for duty: Physiologically and mentally prepared and capable of performing assigned duties at the highest degree of safety.



In the Arena

“It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat.”

—THEODORE ROOSEVELT

As ALPA turns 85 this year, we’ve witnessed decades of active engagement by the Association and its members that has advanced federal policy to improve aviation safety and promote the airline piloting profession. Over the course of nearly a century, we’ve navigated the often tumultuous changes in government by using our collective voice to be the champions of safety and protect the rights of our union and members.

In Canada, 85 years ago the third-longest seated

Parliament was led by the Conservative Party. Fast-forward to the present, and the Liberal Party has regained power. In 1931, the U.S. was in the midst of the Great Depression, and both houses of Congress were under Republican control. Today, the U.S. Congress is similarly controlled by a Republican majority, but elections are looming with high stakes for both political parties. Times have changed, and political control has shifted. The constant for ALPA is the power of democracy—and our motiva-

tion to participate.

We’ve built a strong union based on democratic principles. Our politics aren’t constrained by ideology other than what’s governed by ALPA’s Board of Directors. Democracy in action. Our united, powerful voice, as Capt. Tim Canoll, ALPA’s president, outlines (see page 5), has shaped the nature of our industry and indeed our lives for the better because we’ve dared to embrace democracy. ALPA pilots have joined together to advocate for change, to lead the way to establish and

maintain safety standards, to require security protocols, and to promote and protect our rights, our jobs, the profession, and the industry.

Notwithstanding national elections in the U.S. and Canada, for ALPA the stakes have never been higher. As this issue goes to press, the U.S. Congress is debating the future of the FAA, including the safe air transport of lithium batteries, the security of our aircraft, how unmanned aircraft systems will be introduced into the national airspace system, and a potential transformational shift in the air traffic control system. In Canada, we’re on the precipice of updating science-based fatigue rules and seeking new avenues to end the unfair Temporary Foreign Worker Program.

With so much on the line, every ALPA member has an opportunity and an obligation to move from spectator to player. Democracy is not a spectator sport. Join us in the arena. Turn the page to learn how, because whether you’re a Republican or Democrat, Conservative or Liberal, or none of the above, *pilot partisan* is a moniker we should all wear.

FAA REAUTHORIZATION:

Forging Consensus on 'Must Pass' Legislation

ALPA Works to Advance Its Legislative Priorities

By ALPA Staff

The reauthorization of the FAA is “must pass” legislation. Without continuing authorization by Congress, the FAA will face a shutdown that will stymie operations, defer necessary innovation, and, should it be protracted, threaten the safety of the national airspace system (NAS). Such a scenario is universally unwanted, and work is under way in both the U.S. House of Representatives and Senate to reauthorize the FAA.

Bills have been introduced (S. 2658/H.R. 4441) that are working their way through the legislative process. The Senate passed its version (H.R. 636) by a vote of 95 to 3 on April 19, just before this issue went to press. The House bill was approved by the Transportation and Infrastructure Committee on February 11, along a largely partisan vote (two Republicans joined all the Democrats in voting no). Both bills provide federal resources to keep the agency funded and operational—the House for five years and the Senate through 2017. Provisions are also included in each bill for NextGen implementation, improving runway safety, streamlining aircraft certification, establishing

Legislative Insider: Why does the Senate bill have an H.R. number? Per the U.S. Constitution, all revenue bills must originate in the House of Representatives. Because the FAA bill has tax provisions, the Senate took up an unrelated House bill (H.R. 636), struck out the underlying bill language, and inserted the language in the Senate version, S. 2658, by amendment.

consumer protections (such as refunds for lost bags), funding the Essential Air Service Program, requiring protocols for cybersecurity, and more. To see the text of both bills, go to www.congress.gov.

The following is a status report on ALPA's priorities.

Extension redux?

The 2010 FAA reauthorization bill became law after 23 short-term extensions. The authorization from that legislation expired last fall, and Congress has passed two extensions to keep the FAA operational through July 15. With only two months and limited days on the congressional schedule, time is short to forge a consensus between the two chambers and pass a

comprehensive bill before the current extension expires.

First officer qualifications

Following four tragic airline accidents that occurred between 2004 and 2009 that accounted for more than 120 deaths, Congress directed the FAA to strengthen pilot training and qualification rules. Since these new rules went into effect, there has not been a single accident involving a passenger airliner due to pilot training or qualifications.

Despite the obvious increase in safety, some have cited these rules as contributing to a “pilot shortage.” The first officer qualifications, which require between 750 and 1,500 hours of flight experience to fly at a Part 121 carrier, have received special attention from the Regional Airline Association, which is looking for a legislative scapegoat for the unwillingness of some of its members to ad-

Playing Defense for the Win:

ALPA stopped a full-court press by medical device manufacturers and the lithium battery coalition for a carveout for “medical device batteries” in the Senate bill—thanks to pilot advocates and direct ALPA lobbying calling for one level of safety for all lithium batteries.

equately compensate their pilots. Some regional airlines are having problems retaining pilots due to low pay and benefits and poor quality of life—not from necessary safety-critical pilot training and qualification standards. Thanks to ALPA's advocacy over more than two years, neither the House nor Senate has taken any action to change the existing rules. Neither bill includes a rollback or change to first officer qualifications and training.

Safe air transport of lithium batteries

While lithium batteries represent a significant technological improvement over older battery technology, due to their high energy density and flammability, these batteries can initiate and burn violently when exposed to high temperatures or short-circuit. The lack of comprehensive safety provisions for the carriage of lithium batteries as cargo aboard airliners, especially all-cargo aircraft, continues to pose risks to air transportation.

International guidance implemented on April 1—the International Civil Aviation Organization's (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air—made significant improvements to provisions under which lithium batteries are shipped as cargo. The new instructions contain several important provisions that will improve safety, but they don't entirely eliminate the risk in shipping lithium batteries by air. The instructions include



- » banning all lithium-ion batteries from being carried as cargo on passenger flights,
- » setting the maximum charge for all lithium-ion batteries carried as cargo on all-cargo aircraft at 30 percent, and
- » prohibiting excepted packages of batteries from being shipped in the same box to avoid the application of many of the most important dangerous goods safety regulations (see “The Landing,” page 60).

ICAO technical instructions regarding the air transport of lithium batteries apply only to international operations. The U.S. Department of Transportation (DOT) will need to harmonize rules with ICAO’s new technical instructions before similar regulations are mandated for domestic carriage of lithium batteries. While most U.S. passenger carriers already have voluntarily banned lithium-ion batteries as cargo, regulations that conform to all ICAO technical instructions are essential to putting universal standards in place. Lithium-metal batteries have been banned as cargo on passenger aircraft in the U.S. and Canada for years.

A provision that ALPA advanced is included in the Senate FAA reauthorization bill and would mandate full harmonization with ICAO technical instructions. The House bill contains a provision that requires harmoniza-

tion of the ICAO technical instructions that relate to passenger operations. It also calls for international cooperation to improve the understanding of shipping regulations.

ALPA Champions Standing Up for Safety:

Rep. André Carson (D-Ind.) offered an amendment during committee consideration of H.R. 4441 requiring that all new airliners be equipped with secondary cockpit barriers. Despite vigorous opposition, the Carson amendment passed by voice vote. A similar scenario played out on the Senate floor when on April 7 Sens. Pat Toomey (R-Pa.) and Bob Casey (D-Pa.) successfully passed a nearly identical amendment.

ALPA believes that the DOT and the international community must do more to improve the safe carriage of lithium batteries. Improved packaging standards that would prevent a fire from spreading outside of a package must be developed and implemented. In addition, pilots should be notified about any lithium battery shipments on their aircraft and be given information about the location and size of the lithium battery shipment.

ALPA is also urging the DOT to proactively regulate lithium batteries shipped by air. The DOT should recognize the United Arab Emirates General Civil Aviation Authority’s report on the Sept. 3, 2010, UPS Flight 6 accident in Dubai and the NTSB report on the Asiana Airlines Flight 991 accident

on July 28, 2011, as meeting the threshold established by the FAA Modernization and Reform Act of 2012 to issue regulations. All lithium batteries shipped as cargo by air should be fully regulated as dangerous goods.

Secondary cockpit barriers

Shortly after 9/11, Congress and the FAA required the installation of hardened cockpit doors on most airliners as one of many new layers of security. These doors improve security but don’t prevent unauthorized individuals from entering the cockpit when they must be opened at various times during normal flight operations.

As demonstrated by the recent terrorist attacks in Brussels, Belgium, airlines remain a high-risk target. Secondary cockpit barriers are a cost-effective, efficient deterrent to a cockpit breach. When deployed, they allow time for the flight crew to secure the cockpit door. ALPA has tirelessly advocated for second-

Legislative Insider:

The 2010 reauthorization bill included a provision known as “Section 828,” which prohibits the U.S. Department of Transportation from issuing any regulation more stringent than that of ICAO—unless a “credible report” by an investigative body determines that lithium batteries contributed to an airline accident. Republicans in Congress have adamantly refused to repeal this provision.

ary cockpit barriers for many years, supporting a legislative mandate for the installation of secondary barriers as called for in H.R. 911 and S. 911.

Because of the ongoing campaign by ALPA pilots and the family of Capt. Victor Saracini (United), who perished in the terrorist attacks on 9/11, both the House and Senate FAA reauthorization bills include provisions to require secondary cockpit barriers on all new airliners. ALPA will continue to advance this important safety measure as the reauthorization bill moves forward.

Science-based fatigue regulations for all-cargo operations

While flight- and duty-time regulations for passenger operations have been updated to reflect changes in sleep science, all-cargo operations are still regulated by decades-old fatigue rules. ALPA has advocated for science-based fatigue rules for cargo operations and will continue to support one level of safety. The House bill doesn’t include any cargo-related fatigue provisions. In the Senate, Sen. Barbara Boxer (D-Calif.) offered the Safe Skies Act as an amendment that would require science-based fatigue rules for all-cargo operations. The Senate did not vote on the Boxer amendment.

Unmanned aircraft systems

The debate about integration of unmanned aircraft systems (UAS) into the NAS has consumed considerable

attention in the context of the FAA reauthorization legislation. ALPA's position with respect to UAS is that their operation must not introduce any hazard that would negatively impact the safety of the NAS. ALPA supports the safe integration of UAS into U.S. airspace and recognizes the potential commercial and societal benefits this technology presents. However, safety



FedEx Express and Virgin America pilots participate in a Capitol Hill press conference to support the Safe Skies Act.

and technology standards must be in place before a UAS can occupy the same airspace as manned aircraft or operate in areas where UAS might inadvertently stray into airspace occupied by airliners. If UAS share civil airspace, both airline pilots and air traffic controllers need to be able to see them on their respective displays. Further, the UAS must be equipped with active collision-avoidance technology. If the UAS is not intended to be operated in the same airspace as airliners, then those restrictions must be programmed into the UAS so that they can't be overridden. Education, and in some cases licensing, for UAS operators should also be

part of the safe integration strategy. Data have shown that experienced licensed pilots operating in the NAS can plan for contingencies involving weather, system malfunction, and operations around other aircraft or near critical infrastructures such as airports. They also understand the role of ATC and know where to go for help should an unforeseen circumstance arise.

Both FAA reauthorization bills contain relatively similar language directing the FAA to move forward with UAS integration into the NAS, including expanding the role and operational capabilities of UAS test sites, streamlining the exemption process for operational permits for small UAS (sUAS), creating a framework for sUAS air transport of commercial goods, creating a micro class of UAS that weigh under 4.4 pounds (including payload), establishing a test program for the implementation of an unmanned aircraft traffic management system for UAS between the ground and 400 feet above ground level, increasing enforcement provisions for unsafe operations, creating a UAS hazard mitigation test program around airports to prevent unauthorized access to critical airspace, and a variety of special-use exceptions related to specific business and governmental purposes.

Many of the amendments that Congress has considered display a frustration with the lack of progress coming from the FAA on UAS integration.

This is especially true with regard to a long-overdue rule dealing with sUAS commercial operations. Both chambers of Congress do agree that UAS should not be operated near airports where they could inadvertently stray into the flight path of an airplane.

Strengthening safety reporting programs

The Aviation Safety Action Program (ASAP) is an important, collaborative tool that enhances aviation safety through the analysis of voluntarily reported safety events and discrepancies that lead to proactive operational refinements and changes that can improve safety and prevent future accidents and incidents. The safety benefit of ASAP and voluntarily submitted aviation safety information can be improved and increased by automatically accepting ASAP reports so that data can be utilized sooner.

Currently, the acceptance process may take weeks waiting for the Event Review Committee (ERC) to meet, delaying safety benefits. Even with automatic acceptance, a report could be excluded when the ERC convenes and the report is determined to meet one of the five established exclusionary criteria, but until then the safety benefit would be realized immediately. Several ASAPs already have automatic acceptance protocols. This model should be universal to ASAPs. ALPA successfully advocated for the inclusion of the automatic acceptance of ASAP reports in the base text

Uber Air? The prospect of aviation ride-sharing for hire should be unequivocally rejected. While efforts were made to include amendments to the FAA reauthorization bill to allow "Uber" in the air, ALPA's ongoing education efforts about the threat to safety should unregulated for-hire passenger air travel be allowed was successful in preventing this type of operation in the U.S.

of the House FAA reauthorization bill.

Third-class medical certificates

Both the House and Senate FAA reauthorization bills include provisions addressing medical examinations for third-class medical certificates; however, each chamber's approach is significantly different. The Senate FAA bill includes previously passed language on third-class medical reform for general aviation pilots, which will improve the overall medical certification process and maintain the safety of U.S. airspace. The provision offered by Sen. Jim Inhofe (R-Okla.) was developed in collaboration with ALPA and the Aircraft Owners and Pilots Association. The Senate bill requires an online medical course every two years, a physical by a physician every four years, and makes several improvements to the special-issuance process that will benefit ALPA members and pilots who hold first- and second-class medical certificates. The House provision



eliminates any required medical examination for third-class medical certificates and makes no improvements to the special-issuance process. ALPA supports the Senate provision.

Security

In response to recent events involving criminal activity of airport workers, the Senate took action in its FAA reauthorization bill to change airport security protocols. An amendment was adopted to require rulemaking to consider expanding disqualifying offenses during airport and airline background checks for security identification display areas (SIDA) access. One important provision of the amendment adds a waiver process for employees who are denied a SIDA badge because of an erroneous background check. This waiver process has long been a priority for ALPA and is a considerable win that will help ALPA members who are mistakenly denied a SIDA.

Pilot-in-command authority

FAR 91.3 establishes that the pilot-in-command of an aircraft is the final authority regarding the safe operation of that aircraft. This regulation has been in place for decades, yet airlines still initiate punitive actions against a pilot who makes sound decisions based on the safety interest of the operation versus the economic interest of the airline. At ALPA's urging, the Senate included a reiteration of pilot-in-command authority in its FAA reauthorization bill. The House did not

include a similar provision.

HIMS

The Human Intervention Motivation Study (HIMS) program helps pilots with substance-abuse challenges return to the cockpit. The program is a combined effort of the FAA, industry, ALPA, and medical professionals and is funded with congressional appropriations. Since the program's inception, ALPA has been successful in advocating for its funding in Congress. However, the program doesn't have a specific authorization that helps establish the program as an agency priority. ALPA is pleased that the Aviation Innovation, Reform, and Reauthorization Act of 2016 includes a technical fix to establish an authorization for the HIMS program. Moving forward, ALPA will continue to push for authorization and full funding of the HIMS program.

Authorization for Pacific island airports

Continued authorization is critical for long-range transpacific alternate airport availability. Midway and Wake Island are enroute alternate airfields that serve as emergency stopping points on transpacific routes. Both airports operate at a cost of \$1 million per year. ALPA successfully advocated for continued authorization in the base text in both the House and Senate bills.

Lasers

ALPA has partnered with the FBI and the FAA to increase public awareness regarding

the dangers of shining a laser at an aircraft. Unfortunately, the number of laser strikes on aircraft set another record in 2015. ALPA supports Senate-approved language that increases the civil penalty to \$25,000 for shining a laser at an aircraft, an increase over the current penalty limit of \$11,000.

ATC reform

The cornerstone of H.R. 4441 is a "transformational" reform of the ATC system. Based largely on the template of NAV CANADA, the House proposal creates a not-for-profit corporation outside of the government to oversee and manage the nation's air traffic control system.

How does the House's po-

tential reform of the air traffic organization (ATO) stack up against ALPA's existing policy? See the chart below.

What's missing?

In addition to any rollback of first officer qualifications and lithium battery exemptions, the reauthorization bills are also noticeably devoid of onerous provisions to require cameras in the cockpit, additional psychological testing, or changes to the Railway Labor Act. While public advocacy campaigns are critical for championing ALPA's legislative priorities, the Association's Government Affairs Department works behind the scenes to keep ill-advised ideas from becoming federal policy. ✕

ALPA Policy	House Plan
Any ATO must be a not-for-profit entity	<input checked="" type="checkbox"/> Not-for-profit organization
Funding for the ATO must be reliable, predictable, and sufficient for long-term investment in continuous modernization	<input checked="" type="checkbox"/> Establishes a long-term, predictable funding stream through user fees
ATO governance must include the system's operators (pilots and air traffic controllers)	<input checked="" type="checkbox"/> Guarantees board seats in new ATO for pilots and controllers
Any change to the ATO must retain collective bargaining rights for all affected employees	<input checked="" type="checkbox"/> New ATO guarantees all labor rights for existing employees
Any change to the ATO must maintain or raise the current level of safety in the airspace	<input checked="" type="checkbox"/> The FAA will maintain oversight over safety, operations, and certification
Costs for the ATO must be spread equitably across all users of the system	<input type="checkbox"/> Most general aviation and corporate aviation operations are excluded from the fee-based system

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NAI'S FLAG OF CONVENIENCE

Norwegian Air Shuttle (NAS) has established two different subsidiaries that have both applied for foreign air carrier permits to serve the United States—Norwegian Air International (NAI), based in Ireland, and Norwegian UK (NUK), based in the United Kingdom. As this issue goes to press, the U.S. Department of Transportation (DOT) has tentatively approved NAI's application.


NAI uses a flag-of-convenience business model. NAI's aircraft are registered in Ireland (despite having no regular service into the country), and its proposed business plan was to use crews hired under Asian contracts on its long-haul flights—specifically to avoid Norway's labor laws. This proposed plan was inconsistent with the U.S.–EU Air Transport Agreement.

Details are still emerging on NUK's business model. NAS and its allies claim that the airline will operate under UK labor laws and will, for all purposes, be a UK airline. However, the company has yet to submit its proposed employment model to the DOT. Until the company does this, ALPA will object to its application. A bipartisan group of supporters in Congress is demanding more details from NUK.

ME3

Emirates, Etihad, and Qatar (the ME3) in the Middle East have received more than \$40 billion in subsidies from their governments (the United Arab Emirates and Qatar) over the past 10 years. They have used that money to make large orders of widebody aircraft and then fly those

CALL TO ACTION



CONTACT THE WHITE HOUSE AND DOT TO DEMAND ENFORCEMENT OF OUR TRADE DEALS AND PROTECT OUR JOBS!

THANK YOU FOR YOUR SUPPORT.
#DENYNAI

WWW.ALPA.ORG/DENYNAI

There are only days left until the comment period closes—after which the U.S. Department of Transportation could permanently grant Norwegian Air International's foreign air carrier permit to fly its flag-of-convenience operation to the United States. Make your voice heard now! Participate in ALPA's Call to Action by going to www.alpa.org/denynai.

airplanes into U.S. markets, often at a loss. The result has been large-scale seat dumping and a siphoning of passengers away from U.S. carriers—costing pilots jobs, block hours, and career progression.

ALPA and a coalition of airline unions and managements have pushed the U.S. government to address this imbalance. U.S. Open Skies agreements with these countries guarantee U.S. airlines "an equal opportunity to compete," which such massive subsidies render impossible. The ME3 are operating up to 36 daily flights into the United States, while U.S. carriers have ended all service to the Persian Gulf. Today, as a result of these subsidies, U.S. carriers have nonstop service to only one city between Istanbul,

Turkey, and Mumbai, India; Tel Aviv, Israel (a country to which the ME3 are not legally allowed to fly). The U.S. Department of State and Department of Transportation continue to consider ALPA's request for action.

BIOFUELS

Using advanced biofuels is a critical element in fostering a sustainable airline industry as is abiding by the carbon emission reduction plan that the International Civil Aviation Organization (ICAO) will vote on this fall. ALPA continues to play an important role in working with airline industry stakeholders to advance the use of biofuels by working within a coalition of farmers, defense contractors, airlines, and other interests to defeat damaging and limiting amendments offered to the National Defense Authorization Act.

HEALTH-CARE EXCISE TAX

The excise tax on employer-provided health-care benefits was scheduled to take effect in 2018. While ALPA was successful in delaying the implementation of the excise tax on employer-provided health-care benefits until 2020, more work must be done. Once implemented, ALPA members would be taxed at a rate of 40 percent on any amount exceeding \$10,200 for individuals and \$27,500 for families. Contributions to tax-preferred health accounts count against the thresholds. A fall 2014 Towers Watson survey found that 48 percent of the respondents believed they would trigger the health benefits tax in 2018 and 80 percent by 2023. ALPA continues to push

Photo illustration: iStockphoto.com

ON THE

BY ALPA STAFF

for a full repeal of the excise tax. The Association doesn't anticipate that the Obama administration will accept any meaningful changes the union could support, but ALPA will continue to pressure the current and next administration to repeal the excise tax on employer-provided health-care benefits.

GLOBAL GREENHOUSE GAS EMISSIONS

ALPA has long supported a global-sector approach to decrease airline emissions through decreasing fuel consumption. ICAO, composed of 191 member states, has been working toward a global solution for more than a decade. ICAO is set to vote on a solution this fall. Unfortunately, the U.S. Environmental Protection Agency (EPA) issued an endangerment finding regarding aircraft emissions and began a rulemaking process in June 2015. Recently, environmental organizations filed a lawsuit against the EPA for unreasonable delay. ALPA continues to work with airline industry stakeholders to decrease aviation emissions through a global-sector approach in ICAO. The lawsuit serves as a distraction from the shared goal of reducing aviation emissions globally rather than an unworkable piecemeal approach.

FEDERAL FLIGHT DECK OFFICER PROGRAM

Thousands of ALPA pilots continue to participate in the Federal Flight Deck Officer (FFDO) program to provide an added layer of security to air travel. The program serves as the last line of defense

and a critical deterrent against threats to an airliner. The FFDO program is subject to congressional funding through the annual appropriations process. In the past, ALPA has successfully advocated against cuts and elimination of the program for budgetary purposes. As this issue goes to press, the congressional appropriations process is beginning in earnest, and ALPA's Government Affairs Department staff are on Capitol Hill in support of full funding for the FFDO program in the homeland security appropriations bill. ✕

RADAR



A Tale of TWO Hills

By ALPA Staff

Both Canada and the United States have their respective federal governments “on the Hill.” This article briefly outlines both.

TYPES OF GOVERNMENT

Canada’s government is a constitutional monarchy. Its Parliament consists of three parts: The queen, the Senate, and the House of Commons.

All laws governing Canada recognize the queen of England as the head of state and are made in her name. Her role is ceremonial and is delegated to the queen’s representative in Canada—the governor general, who’s named by the queen on the advice of the prime minister (PM).

The federal government is responsible for matters of national and international concern, including defense, foreign policy, interprovincial trade and communications, currency, navigation, criminal law, and citizenship. Aeronautics was not expressly provided for, as the first flight of the Wright Brothers took place 36 years after the Constitution Act. However, federal jurisdiction over aeronautics has been judicially accepted and by its nature is the concern of Canada as a whole. The federal government also has jurisdiction over labour issues that fall within its purview, including those pertaining to airports, aircraft, and air transportation.

The U.S. federal government is a democracy, composed of the legislative, judicial, and executive branches. The differences between these two forms of government are most noticeable in the executive branch (see “The Executive”).

SENATE

The Canadian Senate is made up of 105 members representing every province and territory. The Senate represents the interests of Canada’s regions, provinces, territories, and minority groups. Seats are distributed to give

each major region of the country equal representation. Senators are appointed by the governor general on the advice of the PM and may hold the position until age 75.

The Senate studies, amends, and either rejects or approves bills passed by the House of Commons. It may also introduce its own bills (see “Legislative Process”).

Senate committees also conduct investigations into areas of legal, economic, and public concern. From 2012 to 2013, the Standing Committee on Transport and Communications held hearings and produced reports on the future growth and global competitiveness of Canada’s airports and air travel sectors.

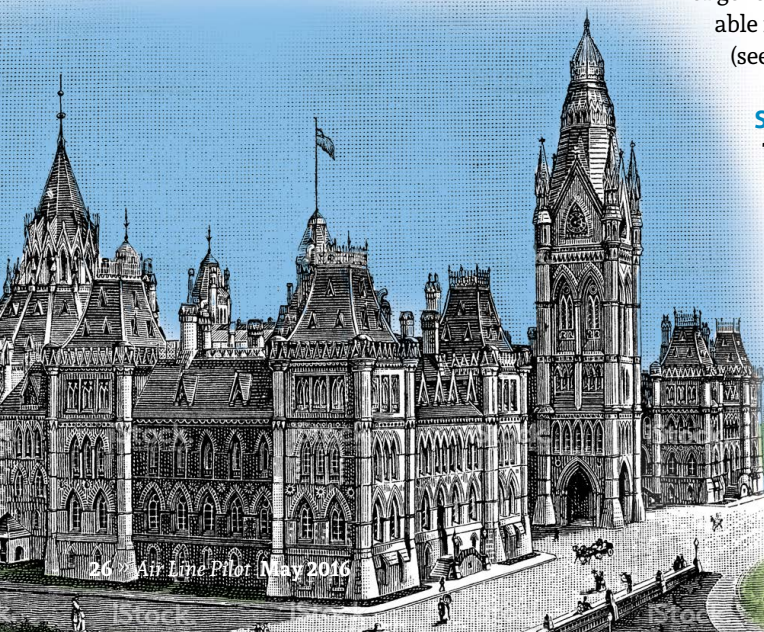
The U.S. Senate is composed of 100 members who are elected every six years. Each state has two senators regardless of population, not elected in the same cycle. The U.S. Senate crafts legislation and can hold hearings on any topic it chooses. The U.S. Senate also approves presidential nominations to some cabinet positions, federal judgeships, and Supreme Court justices and is responsible for ratifying international treaties agreed to by the executive branch.

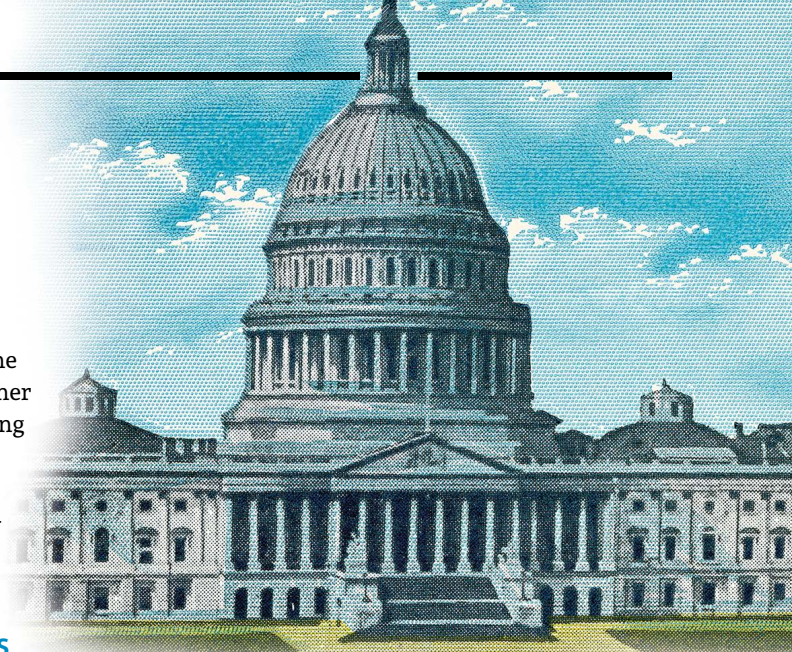
TWO HOUSES

In Canada, the House of Commons is made up of all the elected Members of Parliament from 338 different ridings (electoral districts) across Canada. Seats in the House are distributed roughly in proportion to the population.

The members’ primary function is to debate and pass or defeat bills brought forward by the PM’s party, although private members and the opposition may also introduce bills. Most laws in Canada begin as bills in the House of Commons.

In the House, members represent constituents’ views, discuss national issues, and call on the government to explain its actions. Members can also put local, regional, or national issues in the spotlight. They represent their constituents’ views





by presenting petitions, making statements, and asking questions in the House.

The U.S. House of Representatives functions very similarly. The U.S. House has 435 voting members and 6 nonvoting members from the U.S. territories. Congressional seats are allocated based on population, and seats are redistributed every decade based on results from the U.S. Census. All spending or revenue bills must begin in the House, which provides the House with a very powerful tool to keep the Senate and executive branch in check.

THE EXECUTIVE

The Canadian PM is chosen by the governor general as determined by the results of a national election. Following the election, the leader of the political party that holds at least a plurality and normally a majority of the seats in the House must be called upon to become PM.

The PM is the head of government and sits in the House of Commons with the other Members of Parliament as a representative of the people from his or her constituency. A PM's duties include presiding over cabinet meetings, meeting official foreign delegations to Ottawa, Ont., and answering questions in the House of Commons. Since the PM is a Member of Parliament, he or she also spends time helping constituents.

The PM appoints ministers, usually from the ranks of the elected members, and decides their tenures and assigns their portfolios. The PM also makes a wide range of appointments, including senators, judges, ambassadors, and many senior bureaucrats.

The U.S. president is elected directly by the people every four years. Similar to the Canadian PM, the president appoints federal judges, ambassadors, and cabinet officials. The president is also the commander in chief, giving him or her direct control of the U.S. military. While the legislative branch does possess a variety of powers to serve as a check on the executive branch, the

president possesses the ability to push his or her legislative agenda using the rulemaking and enforcement powers of the executive agencies under his or her control.

LEGISLATIVE PROCESS

An idea to make a new law or to change an existing law starts out as a "bill." Each bill goes through several stages to become law. In Canada, there is a first reading, whereby a bill is considered read for the first time and is printed. There is no debate. At second reading, members debate the principle of a bill—is the idea sound? If it passes, it goes to a committee of the House.

After committee members carefully study the bill, they hold hearings to gather information, ask for government officials and experts to answer questions, and propose amendments or changes to the bill.

Upon completion, the committee reports the bill back to the House for full House debate. During report stage debate, members can suggest other amendments to the bill.

Once the report stage is over, the bill is called for third reading debate. After a bill has passed third reading in the House of Commons, it goes through a similar process in the Senate. Once both chambers pass the bill in the same form, it's given royal assent and becomes an act of Parliament, which has the force of law upon the date the bill goes into force.

In the U.S., the bill process follows a similar course. In the U.S. Congress, any Member of Congress can introduce a bill. In theory, a bill will be considered by a committee, amended (marked up), and voted on—then considered by the full House or Senate where it may be amended again before being passed or defeated. However, the speaker of the House and the Senate majority leader make the rules, schedules, and dictate

the agenda, which means the vast majority of bills never make it through the process.

POLITICAL CAMPAIGNS

In Canada, political parties and candidates face limits on the amounts they may spend during an election. These limits are calculated according to a formula based on the number of names on the preliminary or revised lists of electors for each electoral district and on the length of the election period.

Canada's federal election finance laws put limits on contributions to political parties and candidates, as well as election spending by candidates. Only individuals—not corporations or trade unions—may donate. Contributions are limited to up to approximately \$1,525 a year to each political party and up to \$1,525 to all registered electoral district associations, contestants seeking the party's nomination, and candidates for each party. In addition, donors may give up to \$1,525 to leadership contestants for a party as well as up to \$1,525 to independent candidates. Donors receive tax credits for their contributions.

The U.S. system of campaign finance is the opposite of the Canadian system. The average cost of a U.S. House of Representatives campaign is about \$1.6 million, while the cost of the average Senate campaign is more than \$10 million. Highly contested seats cost considerably more than average. President Obama, allies, outside groups, and political action committees spent more than \$1.1 billion in the 2012 election. ☒



From Atop Parliament Hill

By ALPA Staff

In Canada, ALPA's Government Affairs Department works to promote pilots' interests on Parliament Hill to advance the safest and most secure air transportation system and to improve pilots' working agreements and quality of life.

Election overview

The second session of the 41st Parliament was dissolved on Aug. 2, 2015, pending an election held on October 19. The Liberal Party won the election by a majority, defeating the former ruling Conservative Party.

Justin Trudeau, the new prime minister, announced his cabinet on November 4. Among new ministers were the Honourable Marc Garneau, Transport, and the Honourable MaryAnn Mihychuk, Employment, Workforce Development, and Labour (see "Q&A with Canadian Minister of Employment, Workforce Development, and Labour MaryAnn Mihychuk," page 30).

The first session of the 42nd Parliament was called on December 3, with the new government's agenda announced on December 4. After a brief sitting, the house recessed—returning on Jan. 25, 2016, to begin its first full sitting.

» Legislation

BILLS

Among Trudeau's campaign promises was to repeal certain pieces of legislation that the former government had introduced. Bill C-4, introduced on January 29, will repeal Bills C-377, C-525, and other antiunion legislation.

» **C-4—An Act to Amend the Canada Labour Code, the Parliamentary Employment and Staff Relations Act, the Public Service Labour Relations Act, and the Income Tax Act**

» **C-377—Labour Reporting Standards**

The bill was passed at the end of the last Parliament in June 2015. It came into force in January 2016. However, the Finance Department announced that labour organizations would not have to track the details of a union's revenues, expenses, or salaries or give a detailed breakdown of spending on labour relations pending the repeal of the legislation.

» **C-525—Employee Voting Rights**

This bill came into force in June 2015 amending the Canada Labour Code to provide that the certification and decertification of a union bargaining agent must be achieved by a majority vote of those in the unit through a secret ballot in addition to the card check system.

To have this legislation repealed in a timely manner will be advantageous to ALPA's ongoing efforts to organize other pilot groups in Canada.

» **C-10—An Act to Amend the Air Canada Public Participation Act (introduced on March 24)**

The 1988 act originally stipulated that Air Canada's articles of continuance contain a provision requiring it to maintain operational and overhaul centers in Montréal, Qué.; Winnipeg, Man.; and Mississauga, Ont. Over several years, the company closed maintenance bases in those locations and outsourced the work, which eventually resulted in lawsuits led by the government of Quebec. Recently Air Canada announced the

acquisition of Bombardier C-series jets, vowing to have them maintained in Québec and Manitoba for 20 years. The announcement led to the government of Québec discontinuing its lawsuit.

The amended act contains provisions requiring the corporation to carry out maintenance in Ontario, Québec, and Manitoba. It also adds that the corporation may, while not eliminating those activities in any of those provinces, change the type or volume of any or all of those activities as well as the level of employment.

Garneau stated that the amendment would help Air Canada respond more effectively to changing market conditions and will give the corporation more flexibility over where maintenance is done.

Although the governing Liberals hold a majority in the House, the Senate remains dominated by those appointed during the Conservative years in government. It remains to be seen whether those senators will oppose the proposed legislation.

» Regulations

FLIGHT AND DUTY TIME

The former Conservative government had begun to advance Canada's effort to change flight- and duty-time regulations to a science-based model that complies with International Civil Aviation Organization standards and is harmonized with the regulations of Canada's major aviation bilateral air service partners.

The former government planned to introduce new regulations in two phases—airlines operators first, followed by commuter and air taxi operators. These operators proposed a lengthy implementa-

tion period of three to five years. ALPA has and will continue to advocate for a single-phase implementation for all airlines and a much shorter implementation period.

› Budget

FISCAL YEAR 2016–2017

During the election, several parties touted their fiscal responsibility and promised to balance Canada's budget. Liberals asserted that fiscal responsibility in the current economy required increased spending to stimulate the economy, not a balanced budget.

In keeping with that promise, the first budget introduced in Parliament on March 22, 2016, projected a \$29.4 billion deficit in the 2016–17 fiscal year with no plans to balance the books in the next fiscal year. Spending on infrastructure will be an indicator of economic growth, although there were no specifics regarding spending earmarked for aviation infrastructure.

› Policies & programs

CANADIAN TRANSPORTATION

AGENCY REVIEW

On June 25, 2014, the Transport minister announced the Review of the Canada Transportation Act, the economic legislation for all modes of Canada's transportation system. The report was released in January 2016.

Regarding aviation, the report made 10 recommendations targeted to three broad objectives:

- 1) Increase competition and the discipline of market forces,
- 2) Support and improve the health of the air transport sector in Canada, and
- 3) Support and strengthen governance in the sector.

To view the entire report, visit www.tc.gc.ca/ctareview2014. A summary of some of the recommendations follows.

FUEL TAXES

- › commit to reinvesting fuel tax revenues in safety, security, and reliability improvements at smaller regional, remote, and northern airports.
- › reduce or eliminate aviation fuel taxes on international traffic.

REVENUE/USER PAY

- › draw on general government revenues, in addition to user fees, to support objectives that advance a secure, accessible

system that serves northern and remote regions.

- › phase out airport rent and increase capital funding available to smaller airports.
- › reduce the Air Travellers Security Charge.

NATIONAL AIRPORTS POLICY

- › divest the federal government of smaller federally owned airports and provide one-time payments for needed safety investments.
- › move within three years to a share-capital structure for larger airports, with equity-based financing and legislation to preserve the economic development mandate of airports.

DOMESTIC AIR CARRIER

COMPETITION AND FOREIGN

OWNERSHIP LIMITS

- › increase foreign ownership limits to at least 49 percent for air carriers operating commercial passenger services.
- › increase foreign ownership limits to 100 percent for air carriers operating all-freight and specialty air services.

INTERNATIONAL AIR CARRIER

COMPETITION POLICY

- › embrace more open international competition and provide a willingness to work toward an open common market for air services on a bilateral or multilateral basis.

AIRPORT SECURITY SCREENING:

GOVERNANCE AND PERFORMANCE

- › overhaul the regulatory, financing, and delivery models for airport security to maximize performance and service while delivering the highest standards of security and good value for money.

ALPA agrees with some of the recommendations, such as those regarding airport security screening, but is opposed to others, such as the proposed changes to ownership and control limitations. ALPA was disappointed that the report didn't include amending the current wet-lease policy.

At this stage, the report is only a set of recommendations to the government. Garneau has stated he will meet with stakeholders this spring and summer in preparation to responding to the report this fall. ALPA will discuss any concerns with the minister during the consultation process.

TEMPORARY FOREIGN WORKER

PROGRAM

Significant progress has been achieved regarding the Temporary Foreign Worker Program (TFWP), largely through ALPA's ongoing efforts. Employment and Social Development Canada (ESDC) issued new guidelines outlined in "Overhauling the Temporary Foreign Worker Program—Putting Canadians First."

Imposing these requirements on air operators that are applying to use foreign pilots is a major step forward in ALPA's efforts to ensure that Canadian pilots are offered employment first.

In the first test of these guidelines, the ESDC refused an airline's application for temporary foreign worker pilots during the 2015–2016 season. The ESDC cited the labour market impact analysis, which determined that sufficient recruitment potential existed in Canada to hire Canadian pilots, making the TFWP unnecessary.

The new government has announced its intention to study and recommend changes to the TFWP. ALPA will ask to appear during committee hearings to ensure that its voice is heard.

› Other issues

TRANSPORTATION SAFETY

BOARD STUDY—IMAGE RECORDERS

IN LOCOMOTIVES; IMPLICATION FOR

AIRCRAFT

The Transportation Safety Board (TSB) of Canada is studying the use of image recorders in locomotives. A working group has been established with the TSB, Transport Canada, certain rail carriers, and railway workers represented by the Teamsters. Recording equipment has been installed in some locomotives. Members of the working group are viewing tapes to ascertain whether they could be of any benefit other than strictly for TSB (safety) purposes.

TSB officials have advised that if the study finds that image recording would be a valuable tool, it would consider amending the TSB act to have image recorders apply to all modes of transportation. ALPA has informed the board that recorders currently installed on airliners capture enough parameters for an investigation and that it would oppose any efforts to introduce cameras into airline cockpits. ✕



Q&A with Canadian Minister of Employment, Workforce Development, and Labour MaryAnn Mihychuk

By ALPA Staff

“As Labour minister, that means ending the practice of playing politics, playing favourites, and taking sides in labour relations. I want to bring back a level playing field in labour relations for everyone. I want to put the interests of Canadians first.”

*On Nov. 4, 2015, MaryAnn Mihychuk was appointed Canada’s minister of Employment, Workforce Development, and Labour as part of Prime Minister Justin Trudeau’s new government of “real change.” Shortly thereafter on Jan. 28, 2016, legislation was introduced to restore a fair and balanced approach to organized labour. Mihychuk shared with **Air Line Pilot** a few thoughts on the country’s short- and long-term goals with respect to labour and aviation.*

Q. After serving nine years as an elected member of the Manitoba Legislature, including ministerial portfolios, you made the decision to pursue politics in the federal sector. Why?

A. It was an honour to serve in the Manitoba Legislature and in the Canadian House of Commons. I’m grateful for the opportunity to serve my community. In fact, I was also an elected school board trustee in Winnipeg, and served as the school district chair, so I’ve been involved in politics for close to 15 years. I made a decision to enter federal politics because I couldn’t sit by and watch the previous government take Canada in what I strongly felt was the wrong direction. I felt like I had a responsibility to do what I could to stop the previous government from hurting Canada.

Q. Prime Minister Trudeau promised a government that would bring “real change” in both what you do and how you do it. What real change do you want to bring about in your portfolio?

A. There’s a lot of work to do and a lot that needs to change. Ultimately, I want to make sure we provide help to Canadians when they need it most. As Labour minister, that means ending the practice of playing politics, playing favourites, and taking sides in labour relations. I want to bring back a level playing field in labour relations for everyone. I want to put the interests of Canadians first. I’d say a personal goal for change is to increase women’s representation in the workforce, including in airline cockpits.

Q. ALPA was heartened to see, in your mandate letter, a reference to restoring a fair and balanced approach to organized labour by repealing Bills C-377 and C-525. Can you tell us how your government is doing on that front?

A. We promised to restore fairness and balance in the campaign, and we’re keeping that promise. I introduced legislation earlier this year to repeal those two bills. It was one of the very first pieces of legislation the government introduced. It’s

working its way through the House of Commons now. While the Conservative Party voted against repealing those bills, I'm pleased other parties supported our plan.

Q. Do you expect any opposition to that action from the Conservative-dominated Senate?

A. I'm optimistic the Senate will carefully consider our legislation, and I'm hopeful it will support restoring fairness and balance in Canada's labour relations system.

Q. Do you have other plans regarding restoring a fair and balanced approach to organized labour?

A. To me, it's not about just checking a box or a one-off initiative. I believe we need to make fairness and balance the new normal again in Canadian labour relations. I hope to infuse those ideals in all that we do.

Q. In that regard, do you also contemplate amendments to the Canada Labour Code?

A. The short answer is yes. The prime minister asked me in my mandate letter to amend the code to allow workers in the federally regulated private sector to formally request flexible work arrangements from their employers. We'll have more to say about that soon.

Q. We understand that you are contemplating some reforms to

the Temporary Foreign Worker Program. What might that entail?

A. Everyone agrees that the previous government's Temporary Foreign Worker Program needs to change. They promised to fix the program's problems but never did. We want to provide more opportunities for every Canadian to find a job to support themselves and their families. We're pleased a House of Commons Committee is reviewing the program. We're also reviewing it and looking at issues, including improving job training for Canadians and developing a path to citizenship for workers through the program. We'll bring forward our changes that will put Canadian jobs, and Canadian workers, first.

Q. Your mandate letter also referenced improving workers' access to good quality job training, including developing a framework to fund training facilities delivered in partnership with labour unions. Is there progress?

A. I think we're on track to deliver our commitment. Budget 2016 proposed \$85.4 million over five years starting in 2016-17 to develop a new framework to support union-based apprenticeship training. That would include improving the quality of training and investing in equipment. We'll work with our labour partners, including employers, to bring this forward.

Q. In the aviation sector, the U.S. is having

difficulty recruiting new pilots because training can be expensive and the profession isn't offering satisfactory pay, benefits, and career progression. Do you have any thoughts on building the pilot pipeline? We think being an airline pilot is a great job.

A. First of all, I think Canadian pilots are among the world's best. Post-secondary education is an investment in the future for middle-class Canadians who want to become pilots—or wherever their dreams are taking them. Our plan is to help more middle-class families manage those financial costs, so we're increasing the Canada Student Grant by 50 percent. We're also going to work with provinces and territories to expand eligibility and simplify the application process. It's just part of our plan to help the middle class and those seeking to join it. Students enrolling in pilot training or education courses could qualify for this assistance. I'd encourage anyone who wants to learn more to contact Service Canada [www.canada.ca] to see if they might qualify. ✉

MaryAnn Mihychuk was elected to the Canadian House of Commons in 2015, representing the riding of Kildonan-St. Paul in Manitoba for the Liberal Party and currently serves as minister of Employment, Workforce Development, and Labour in the federal cabinet. She received a masters of geological sciences degree from Brock University and a bachelor of science degree from the University of Winnipeg and is a registered professional geoscientist in Manitoba.



Connecting Through Social Media— All-Tweet Version

Moving #pilotpartisan into the 21st century

By ALPA staff

Social media is an effective and easy advocacy tool. Twitter, Facebook, Instagram, and other SM platforms are must-haves in D.C. and Ottawa.



@WeAreALPA members—line pilots—are the best advocacy tool ALPA has. Pilots are also constituents and voters—with technical knowledge.



Politicians often follow their Twitter feed; they rarely read their mail. SM is a place where pilots can talk directly with decision-makers.

All ALPA members can conveniently connect with their elected officials on SM by hashtagging #SafetyFirst=groupings of simple, specific, relevant content.

And we can do it from anywhere in the world!
London, England



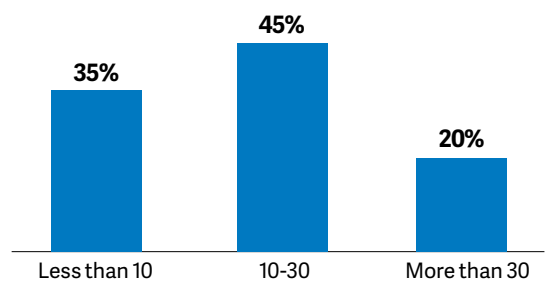
Think Members of Congress don't listen? They're listening on SM—surveys prove it!



Just like anything else, SM relationships take time and effort to build. Make sure your elected officials know your handle.

Connect with Congress

How many similar comments on a social media post is enough for your office to pay attention to?



(n=110)
Source: #SocialCongress 2015, Congressional Management Foundation

"[Having] social media relationships w/Congress...[means we can] offer comments...when it's most relevant."—@congressfdn

SM is a conversation—be part of it. As best stated by @SenatorEnzi, "If you are not at the table, you are on the menu."

Decision-makers want to hear from you because you live the pilot life. You have real-world experiences and stories to share.



Join @WeAreALPA on SM to help move #pilotpartisan into the 21st century. Follow ALPA at www.facebook.com/WeAreALPA.

And join twitter.com/wearealpa so that your legislators can hear from you. It's important that ALPA stays connected.

District Advocacy In Action

Working Together to Protect and Enhance Our Careers

By F/O Rick Harper (Delta) and Capt. Carlos Coto (JetBlue)

We're all airline pilots—we just happen to work for different airlines and fly different aircraft. But we *all* share the same concerns about our careers. Many external forces influencing our future, including the National Mediation Board, Congress, the price of fuel, etc., aren't issues any of us or our pilot groups can handle alone. Only by working together, across carrier lines, are we capable of effectively protecting and enhancing our careers.

As ALPA members, we're able to act collectively through ALPA-PAC, Calls to Action, and the annual Legislative Summit, which all allow us to band together to advance a pilot-partisan agenda in Washington, D.C. In Idaho, for the first time we've added another option: an open, engaged District Advocacy program for *all* of our state's ALPA members.

The 175 ALPA pilots who live in Idaho are invited to participate in the regular meetings we organize with our elected officials. We sent an introductory e-mail to ALPA members living in Idaho and found that one of our colleagues had prior experience on Capitol Hill, expertise we're lucky and grateful to have on our side. To date, pilots from five ALPA pilot groups have joined us for meetings with every federal elected official in our state.

Communicating with elected officials may seem intimidating, but they can't do their job without hearing from their constituents—us. In fact, regular contact with

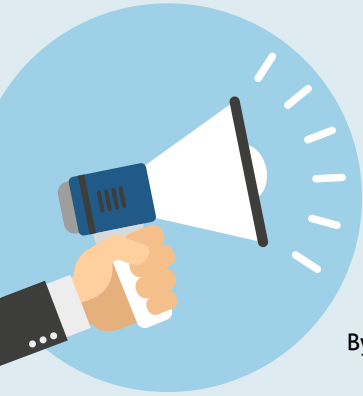


↑ From left: Capt. Carlos Coto (JetBlue), Sen. James Risch (R-Idaho), and F/O Rick Harper (Delta). Harper and Coto live in the first and second congressional districts of Idaho, respectively. Both attended ALPA's Legislative Summit last June, where they met with each of Idaho's four congressional offices and discussed the unfair subsidies that Emirates, Etihad, and Qatar are receiving from their governments; Ex-Im Bank reform; the need for secondary cockpit barriers; and the safe air transport of lithium batteries.

these officials and their staff members brings about pilot-partisan progress in our country by developing collaborative relationships with decision-makers. For example, during discussions about the FAA reauthorization bill, a large delegation of us met with Sens. James Risch (R-Idaho) and Michael Crapo (R-Idaho) to educate them about ALPA's safety concerns. These meetings were productive, providing our officials with information

they needed to make the right, pro-pilot decisions in Washington, D.C.

This model of district advocacy is working for us in Idaho, and we believe it could easily be replicated in other states. We're most powerful when we stand together, across company lines, and present a unified pilot front. The District Advocacy program needs every ALPA member to get involved locally in order to make an impact nationally. [✉](#)

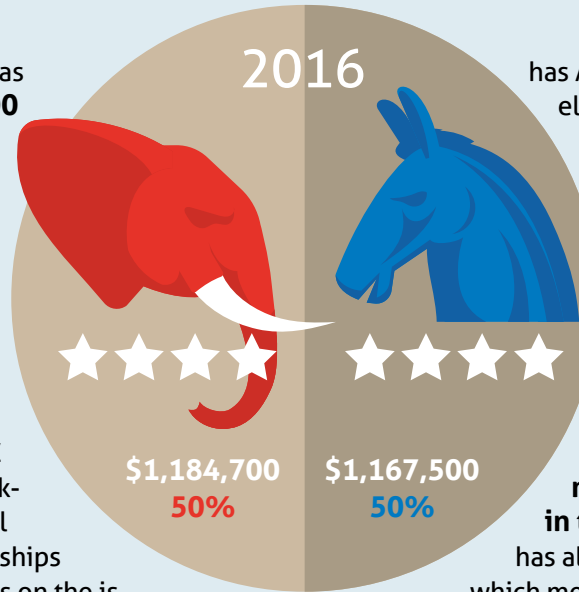


ALPA-PAC:

Raising Your Bipartisan, Pilot-Partisan Voice in Washington, D.C.

By ALPA Staff

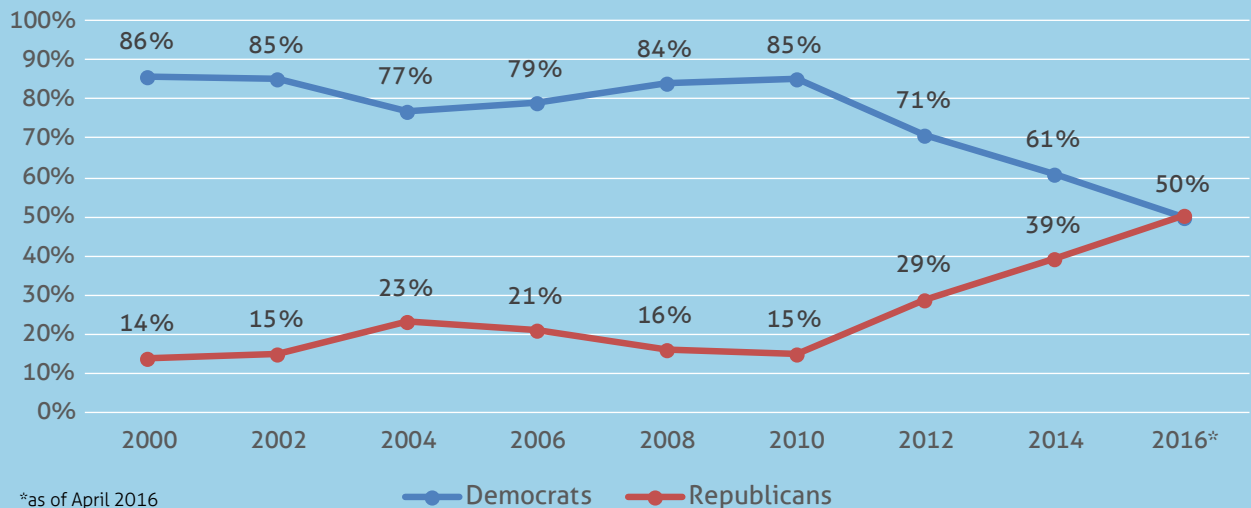
Washington, D.C., has more than **16,000** political action committees (PACs) advocating for a wide variety of constituencies and issues. Among the masses, ALPA-PAC is the voice for the airline piloting profession. And unlike other PACs that contribute to just one party, ALPA-PAC contributes to decision-makers from across the political spectrum, building relationships and educating policymakers on the issues that affect you—the line pilot. Just look at the Association’s PAC contributions this year. Congress has changed over the years, and so



has ALPA-PAC. Over the past few election cycles, ALPA pilots and staff have worked hard to identify pilot-partisan champions of all political stripes. ALPA’s contribution history shows just how bipartisan ALPA-PAC has become.

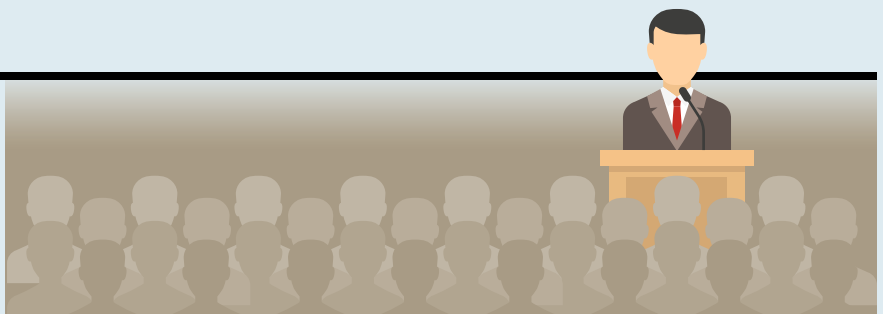
Based on data from the Federal Election Commission, **ALPA-PAC is the most bipartisan labor PAC in the country.** The Association has allies in every political caucus, which means you’ll have someone on your side wherever aviation issues are discussed. ALPA-PAC is a key part of building a pilot-partisan majority in Congress.

ALPA-PAC Contributions Over the Recent Election Cycles



Why Is ALPA-PAC So Bipartisan?

ALPA's legislative priorities transcend party lines; you don't have to be a Democrat or Republican to understand the importance of aviation safety and security or why pilots need to be well-trained and have stable careers with airlines that are financially healthy. The top issues affecting the airline piloting profession benefit from broad, bipartisan support in Congress.



Repeal of the Health-Care Excise Tax

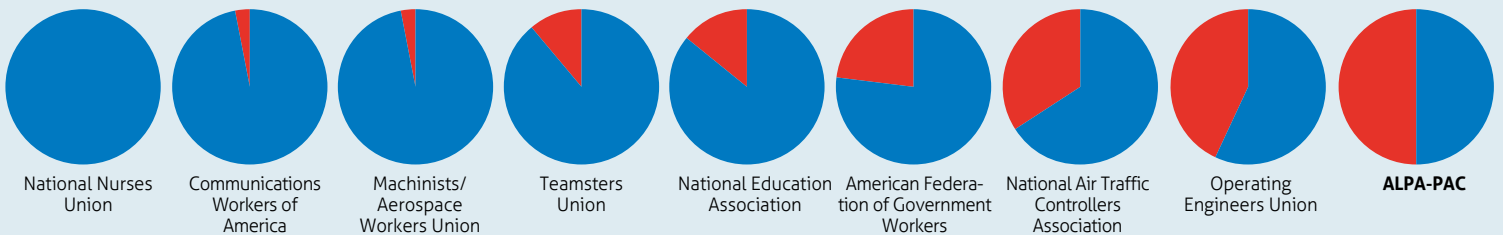
	Democratic Support	Republican Support
House Legislation	155 Representatives	140 Representatives
Senate Legislation	16 Senators	21 Senators

Opposing billions of dollars of subsidies to state-owned Middle East airlines (Emirates, Etihad, Qatar)

	Democratic Support	Republican Support
House Legislation	141 Representatives	126 Representatives
Senate Legislation	13 Senators	8 Senators

ALPA-PAC Is the Most Bipartisan Labor PAC in the U.S.

■ Democrat ■ Republican



ALPA-PAC is your voice on Capitol Hill, bringing your pilot-partisan priorities to ALPA's bipartisan congressional champions. Last year, **9,977** ALPA members made the choice to back the PAC and contributed nearly **\$1.8 million** to the pilot-partisan cause (see "2015 ALPA-PAC Roll of Distinction," page 36). We can do even better this year, but it all depends on you. Help ensure that ALPA's message reaches as many decision-makers as possible by joining ALPA-PAC today! ✉

Visit www.alpapac.org to learn more.

"All those in favor of secondary cockpit barriers?"



The House Transportation and Infrastructure Committee approved a measure requiring that all new passenger airliners come equipped with secondary cockpit barriers. This issue was so bipartisan that the committee agreed to it by voice vote.



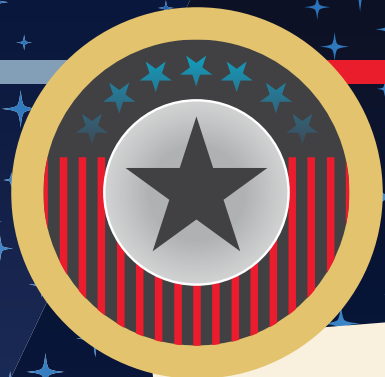
ALPA-PAC ROLL OF DISTINCTION 2015



ALPA-PAC
Roll of
Distinction

2015

Illustration: iStockphoto.com



From the President

The Air Line Pilots Association Political Action Committee (ALPA-PAC) had its best year to date in 2015, raising nearly \$1.8 million from almost 10,000 contributors. That's all thanks to line pilots making the decision to support ALPA's pilot-partisan efforts on Capitol Hill. ALPA-PAC funds are used for strategic contributions to congressional leaders who understand the issues facing airline pilots. ALPA-PAC funds go to representatives, senators, and candidates of all political stripes—Republicans and Democrats, Liberals and Conservatives, and everyone in between. Our PAC is focused on improving the safety, security, and economic well-being of airline pilots, not party labels.



You've read about ALPA's legislative priorities on the other pages of this issue, and you can see just how essential it is for pilots to be active in the political process. ALPA-PAC provides an opportunity for each individual pilot to add his or her voice to the cause, making our collective voice stronger than our individual voice. On the following pages, you'll see the names of the thousands of ALPA pilots who made the choice to back the PAC in 2015. ALPA-PAC is funded entirely by voluntary contributions from ALPA members—no dues money can ever be used by the PAC. The pilots listed on the following pages showed their commitment to our pilot-partisan legislative agenda by contributing at least \$100 during 2015. We thank those pilots who decided to add their voice to our political efforts in Washington, D.C., by giving to the PAC.

As of this writing, Congress has still not fully reauthorized the

FAA, our adversaries continue to claim a pilot shortage as they try to undermine our safety regulations, the Department of Transportation is ignoring the will of Congress by tentatively approving Norwegian Air International's flag-of-convenience scheme, and we still face an onerous tax on our employer-provided health-care benefits beginning in 2020. We have more work to do.

Capt. Tim Canoll
President, Air Line Pilots
Association, International
Chairman, ALPA-PAC





Behncke Circle

The following individuals each contributed \$1,000 or more to ALPA-PAC in 2015

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C. Franklin
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M.J. Harrison
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M.A. Jefferson
D.C. Jones
S.L. Latvala
D.K. Martin
J.L. Martin
G.S. McCracken
A.H. Miller

C.K. Pena
D.G. Ray
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B. Rutberg
J.F. Saidy
W.F. Secord
R.J. Sklenka
S.M. Stratton
C.W. Teeter
M.E. Wallerson
D.A. Wojtkowski
M. Worthington

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S.R. Anderson
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R.J. Beale
D.M. Biloz
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C.A. Boyajian
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T.R. Dilbeck
R.J. Dominguez
M.G. Donatelli*
G.D. Duncan
J.E. Dwyer
B.D. Ender
D.B. Farmer
R.R. Fernandez
R.R. Flanders
D.W. Freeman
B.T. Fries
C.V. Gaddis

R.H. Harwood
E.R. Havrilla
R.D. Hawkins
M.S. Hayes
H.C. Hayward
C.A. Hazleton
R.L. Hazzard
T.B. Heck
S.P. Hedge
T.M. Heiple
W.R. Helling
M.T. Hinczynski
J.T. Hooley
S.E. Jangelis

R.D. Harvel*
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H.C. Hayward
C.A. Hazleton
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S.P. Hedge
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W.R. Helling
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R.L. Hazzard
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S.P. Hedge
T.M. Heiple
W.R. Helling
M.T. Hinczynski
J.T. Hooley
S.E. Jangelis

J.L. Van Sickle
D.G. Vander Ende
J.C. Wait
T.J. Ward
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J.L. White*
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W.B. Whitmore
J.M. Wolf
F.R. Worrall
D.W. Wykoff
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JETBLUE

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J.J. Hughes
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J.M. Pashinski

MESA

D.P. Cox*
A.J. Hughes*
R.A. Moore
B.C. Richardson*

PSA

R.A. Hamilton*

FedEx Pilots Make ALPA History!

The FedEx Express Master Executive Council, along with the legislative team, reached an all-time-high participation rate in March—more than **41 percent** of the pilots took action and sent a letter to their elected officials in Congress on the necessity of listing lithium batteries as dangerous goods when carried as air cargo. That's **2,000 letters** so far this year!



Special thanks to the **FedEx Express pilots** for this achievement, for setting the bar high, and for demonstrating continued commitment to advocating for a pilot-partisan agenda.

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J.A. Anderson

G.G. Baker

C.R. Bankole

J.M. Barker

J.D. Barnes

J.F. Barton

M.A. Bathurst

L. Beck

R.H. Bell

K.D. Bender

B.L. Bishop

A.W. Boardley

H.M. Bohl

T.R. Boyens

R.M. Brand

K.E. Buxton

R. Calderon

R.F. Cameron

C.B. Chamberlin

D.G. Clark

J.J. Clymo*

L.M. Cobb

T.T. Cook

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J.B. Crawford

C.M. Curtice

C.K. Davies

P. Dawson

R.H. DeLong

M.J. DeSantis

C.J. Dolson

J. Doniach

B.E. Dormer

J.R. Drake

G.M. Drebo

J.A. Eberle

J.L. Eberly

P.W. Ellis

N.J. Esposito

C.J. Ferguson

X.F. Fernandez

J.W. Fields

L.E. Finnegan

B.A. Florence

A.R. Freeman

M.E. Freeman

A.E. Gaspari

J.F. Gezik

S.H. Gillen

P.E. Gillespie

K.A. Girard*

D.L. Goodwin

D.S. Gourley

J.W. Greco

D.E. Hahn

W.R. Helsel

T.A. Hensley

J.J. Heppner

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R.W. Hodgson

G.P. Hoggatt

M.G. Holmberg

J.H. Hyde

M.J. Hynes

G.R. Johnson

D.S. Kasindi

R.F. Kay

S.D. Knopf*

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P.M. Lara

J.K. Larsen

M.S. Leneski

M.D. Leonard

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T.D. Ludwig

C.F. Lynch

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J.B. McFadden

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L.M. Meade

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K.C. Mueller

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E.A. Ginsburg

E.B. Koby

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The following individuals each contributed \$500–\$999 to ALPA-PAC in 2015

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ALASKA	B.K. Farwell	D.J. Mildes	D.J. Swenson		J.L. Arce-Larreta	C.J. Barronton	R.W. Birdwell
SA. Ackerman+	TS. Figenskau	M.O. Miles	WE. Swoveland	DELTA	D.M. Archbold	C.M. Bartlett	J.M. Bishop
M.C. Airis	P.F. Fitzpatrick	G.J. Miller	G.S. Thompson	TJ. Aberle	I.G. Archibald	E.L. Bashakes	L.K. Bishop
TJ. Aldrich	CL. Flowers	E. Misbe	JD. Thompson	SK. Abery	M.L. Argir	GA. Bashkoff	LW. Bishop
JD. Allard	GW. Funk	R.G. Moran	D.M. Timidaiski	RN. Ackland	GB. Aring	D. Bates	G.J. Bitter
M.F. Allmann	J.P. Geddis	O.K. Myklebust	DR. Tiplin	T.M. Ackman	RD. Armour	P.C. Baum	M.S. Bizzaro
M.C. Althen	BD. Grill	BC. Nealy	PE. Typpi	MS. Acosta	MA. Armstrong	AJ. Baumgartner	S.W. Black
PA. Altieri	A. Gugiu	SK. O'Connor	G. Vinant-Tang	G.L. Adkins	TA. Arnold	DR. Beach	JD. Blacker
JA. Archer	J.R. Haldeman	G.D. Osmond	RC. Wallace	T.L. Adkins	J.S. Arnott	M.D. Bean	J.C. Blaha
K.C. Arrol	AL. Hale	H. Painter	RS. Wham	P.M. Aiesi	J.W. Arsenault	D.J. Beardsley	AM. Blankenship
JN. Ballweber	JJ. Harskamp	P.J. Parish	RL. Williamson	CD. Aiken	KL. Ash	C.W. Beaufort	M.P. Blomquist
SA. Bass	PA. Hart	J.H. Parker	TA. Willroth	KS. Ajdaharian	RN. Ashton	M.R. Bebo	J.S. Blonsick
R.D. Benner	TJ. Heacox	DR. Patterson	SG. Winn	GJ. Alario	KA. Askin	D.M. Becker	T.M. Blum
C.G. Bentley	SJ. Hebert	B.H. Pennington	AW. Winslow	JT. Albright	JA. Asunmaa	JD.M. Beckler	P.E. Boeve
AN. Beuch	DJ. Hingst	S.W. Pifer	CS. Wood	JA. Alcorn	TE. Atwood	WR. Beerbower	SR. Bohlander
SE. Brodersen	M.L. Hingst	R.G. Quarre	D.L. Woodall	CJ. Alem	RB. Ausley	PR. Behrens	T.N. Bohman
JM. Browand	JL. Hinz	J.K. Ramey	RB. Woodrum	DA. Alfrey	RW. Austin	FS. Bekker	BJ. Bolte
GL. Bruce	DR. Holmes	EA. Recke		SD. Allan	DE. Autry	JF. Bell	M.S. Bomar
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PJ. Carpenter	BS. Horton	I.W. Robertson	SOUTHEAST	R. Alston	RJ. Aversman	BE. Belt	AG. Bonutti
C. Carswell	D.L. Hoyt	KN. Rose	J. Aguilar	RA. Altobelli	BA. Badali	TE. Bender	B.K. Borders
T.W. Carter	EJ. Hrivnak	J.C. Russ	K.M. Armstrong	H.H. Aly	KA. Bailey	T.D. Benjovsky	J.D. Bos

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K.M. Boudreau	M.R. Caruso	B.P. Craig	J.M. Dozet	J.A. Fiederer	RA. Garrett	K.R. Haas	R.W. Henry
N.G. Bourdua	J.F. Carvajal	D. Craig	D.L. Drexler	S.H. Fielder	T.A. Garrett	C.G. Habbick	S.B. Henry
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R.M. Brady	B.C. Channon	D.R. Curtenius	M.S. Duncan	J.F. Fisher	N.D. George	R.L. Hall	D.R. Hickey
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C.C. Bree	S.R. Charles	P.S. Curtis	S.P. Dunlea	J.P. Fitzgerald	J.T. Germyn	J.P. Halligan	R.K. Hicks
T.T. Brobst	FA. Chavet	J.F. Dalton	J.N. Dunn	T.P. Fitzpatrick	T. Gerundo	P.D. Hallin	D.W. Higgins
E.M. Brock	E.C. Chavez	J.F. Daly	S.G. Dweck	T.K. Flaherty	B. Gesenhues	J.M. Hamilton	J.H. Hill
SA. Brodersen	M.C. Chelf	J.R. Daly	D.M. Dybas	P.J. Flanagan	C.S. Giambusso	SA. Hammond	J.L. Hill
G.F. Broker	R.M. Cherico	L. Danchik	S.T. Dyer	D.M. Flannery	M.H. Gibbs	R.T. Hammonds	P.K. Hill
RA. Brook	P.K. Chesek	M.S. Dann	W.D. Dyerly	S. Floco	KA. Gibson	B.D. Hancock	R.C. Hill
D.D. Brooks	R. Chesnut	M.B. Dantone	G.P. Eberlein	C.N. Flolo	M.K. Gibson	D.D. Hancock	S.L. Hill
D.C. Brown	B.S. Chesson	J.K. Darrow	J.R. Echols	R.K. Flowers	SA. Gibson	F.W. Hancock	K.M. Hindes
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G.C. Brown	FA. Chierici	M.R. Davis	M.G. Edison	T.J. Foley	R.D. Gill	M.J. Hanifen	M.H. Hint
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M.D. Brown	J.S. Child	R.T. Davis	M.D. Eekhof	N.S. Fooks	E.C. Gillette	J.D. Hannah	M.S. Hintze
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T. Bryson	MA. Ciez	S.J. Decker	KA. Ellis	D.W. Fowler	T.D. Godfrey	D.M. Harper	P.M. Hoekenga
KA. Buchberger	B.J. Cink	D.J. DeGraw	S.D. Elmore	J.C. Fox	J.M. Godwin	D.W. Harper	K.R. Hohorst
B.F. Buck	G.N. Clark	R.L. DeGroot	M.N. Elrod	J.C. Fralish	J.C. Goff	P.J. Harrell	P.G. Holaren
R.B. Buehler	P.O. Clarke	D.M. DeHoogh	J.E. Elsey	G.R. Frandsen	VE. Goins	B.J. Harrigan	M.P. Holland
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H.H. Bunchman	CT. Cloudt	D.T. Dennis	J.T. Engle	P.L. Freese	G.M. Goodhand	D.C. Harrison	M.E. Holzer
K.L. Burghard	P.D. Coggin	G.M. Dennis	LF. Englebrecht	M.R. Fretschel	K.R. Goodwin	J.D. Harrison	TA. Hoogland
D.L. Burke	D.M. Cohan	S.J. Denucci	M.S. Englebrecht	MA. Frey	S.C. Gorden	S.C. Hart	G.W. Hooper
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D.E. Burton	D.J. Colbacchini	S.C. DePew	S.L. Erickson	P.S. Frey	M.S. Gorham	C.S. Hatfield	DA. Hopkinson
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B.D. Bush	D.R. Cole	RA. DeWeese	J.T. Etheridge	CK. Fromm	D.J. Gradwohl	R.F. Hawk	WE. Hourin
D.E. Busse	RA. Coleman	R.J. Dial	C.W. Etz	C.F. Fruge	J.H. Grady	R.J. Hay	J.B. Houseman
N.S. Butcher	D.L. Collett	S. Dieffenbach	D.E. Evans	S. Fuller	J.K. Grady	D.N. Hayes	S.L. Howard
J.R. Butler	H.L. Colon	JA. Dietman	DE. Evans	J.L. Futch	M.M. Graney	BE. Hazel	T.J. Howard
S.D. Byers	J.L. Combs	MA. Digges	G.D. Evans+	T.L. Gable	RA. Grant	T.P. Healy	AG. Howell
W.R. Byrd	V.M. Compagno	N.J. Diguideo	MA. Fairley	AR. Gaedicke	P.F. Green	R.J. Hearn	G.B. Howell
GA. Bywater	PA. Connelly	LD. Dillon	D.B. Fallon	M.L. Gajeski	TA. Green	T.M. Heatherman	J.W. Howell
C.F. Calamoneri	M.J. Connery	G.S. Dishart	M.C. Faraone	S.P. Gallagher	S.J. Greenwald	P.G. Hebert	J.C. Huck
S.L. Calkins	C.R. Connors	J.E. Dixon	S.D. Farish	T.M. Gallagher	M.H. Gregory	DA. Hecht	J.J. Hudnall
W.C. Callahan	D.G. Cook	BA. Doberstein	PA. Farrell	K.L. Gallaway	F.S. Griffin	EW. Heckler	D.J. Hudson
S.B. Calvert	J.P. Cook	D.W. Dodge	RT. Farrell	R.W. Gallup	S.M. Griffin	J.P. Hedrick	D.M. Huey
J. Cammarota	R.J. Coopman	G.C. Doherty	R.B. Farren	J.F. Gannon	S.P. Griffith	WG. Hedstrom	AL. Huffman
J.H. Cannon	K.E. Copley	WH. Dollaway	JA. Fatakia	D.J. Garcia	S.B. Grim	J.T. Hegstrom	DS. Huffstetler
L.M. Cannon	R.D. Copley	G.R. Dolson	G.R. Faulk	F. Garcia	S.E. Griswold	D.C. Heiden	M.R. Hughes
RA. Cannon	B.J. Corcoran	WA. Domke	LB. Fay	J. Garcia	RC. Grove	J.S. Heilborn	P.K. Hupperich
D.W. Cantrell	T.B. Cosgrove	RB. Donaldson	DP. Fechner	T.G. Garcia	LW. Gruber	KT. Heine	G.D. Hurley
K.J. Cantrell	J.W. Cottam	B.J. Donnellan	MS. Fedor	D.G. Gardner	J.S. Grushkin	SA. Hemmingson	S.D. Husted
J.R. Cardarelle	R.W. Cottom	P.J. Dorais	LA. Felmlee	L.D. Gardner	M.L. Gudmundson	K.F. Henabray	R.W. Hutchins
T.R. Cargill	Z.F. Counts	J.L. Dotson	J.W. Fergus	M.W. Gardner	WG. Guenther	C.D. Hendershot	D.W. Hutchison
M.L. Carlile	R.S. Cowan	B.S. Dowst	B.M. Ferguson	RL. Gardner	J.S. Gulliver	RL. Henderson	H.E. Hutchison
M.J. Carlos	C.D. Cox	R.S. Doyle	LP. Feuerhelm	B.G. Garner	RF. Guthrie	CE. Hendrix	M.H. Hwang

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W.T. Ice	J.R. Kennedy	J.E. Lauterbach	G.D. Martin	P.G. Mikula	M.W. Nichols	M.J. Peltz	W.R. Reif
J.A. Ilioff	S.C. Kenney	G.C. Lauth	J.A. Martin	S.E. Milam	T.C. Nichols	P.R. Perea	M.R. Reilly
M.W. Innerbichler	T.V. Keohane	K.J. Lauver	J.M. Martin	D.A. Miller	R.E. Nickels	M.D. Petak	S.T. Reiners
M.S. Iogha	M.J. Kerekes	M.H. Lawless	P.L. Marxsen	K.J. Miller	R.N. Nickerson	R.A. Peters	J.M. Renard
J.J. Iovine	L.F. Kerian	R.J. Lawless	C.R. Mason	K.L. Miller	D.R. Nielsen	K.S. Petersen	T.M. Renaud
AA. Ireland	D.J. Kerley	J.P. Lawson	M.G. Mason	L.R. Miller	P.K. Nielsen	A.B. Peterson	B.C. Renken
D.G. Ireland	S.A. Khan	R. Lawson	R.W. Mason	M.D. Miller	M.R. Nolan	B.J. Peterson	R.S. Rennie
D. Israelite	C.W. Kidd	S.S. Lee	J.J. Matar	M.T. Miller	P.F. Nolen	S.K. Petroski	J.J. Rentschlar
S.M. Israels	J.L. Killen	W.E. Lee	D.R. Mateyka	O.C. Miller	M.A. Norelius	LA. Petruccio	J.P. Restaino
R.S. Jackman	J.L. Kim	R.M. Lehle	M.G. Mathews	R.D. Miller	D.C. Norman	T.J. Pettinger	D.R. Rhodes
D.E. Jackson	D.M. Kimball	R.R. Leitzen	M.R. Mathison	T.S. Miller	R.E. Norman	M.M. Petty	D.R. Ricci
D.R. Jackson	M.A. Kimutis	A.P. Lense	S.R. Matsen	D.R. Millspaugh	M.W. Norvell	G.L. Pfeiffer	J.R. Ricci
MA. Jackson	C.C. King*	W.D. Lenz	RA. Mattmiller	J.M. Mitsuoka	N.L. Nuckolls	G.R. Pheasant	J.M. Riely
F.J. Jacobsen	J.G. King	A.C. Leone	G.A. Mavity	M. Mitsuya	J.M. Nypaver	CA. Phelps	J.S. Riffle
M.D. Jacobson	J.P. King	M.C. Levitt	A.G. Maxie	J.K. Mitzelfelt	M.D. Oates	A.R. Phillips	B.E. Riggs
T.L. Jacobson	J.S. King	C.J. Lewis	W.P. Maxwell	BA. Miyares	S. Obabkov	M.M. Phillips	P. Rivas
R.J. Jaeckel	S.D. King	J.J. Lewis	D.W. May	J.M. Moberly	G.P. Ochenkoski	S.B. Phillips	B.D. Roach
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T.R. Jarman	E.E. Kirkham	E.T. Linhof	V.P. McCauley	R.J. Mongillo	K.D. Ogston	D.J. Pietruszewski	T.E. Robinson
R.M. Jenkins	G.D. Kirkland	A. List	B.D. McCay	M.K. Montgomery	N.T. Ohr	G.A. Pihl	M. Rockey
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A.E. Johnson	T.R. Knutson	G.M. Lopez	G.J. McCoy	K.J. Morgan	J.C. Olson	R.D. Pluggie	A.R. Rohloff
B.L. Johnson	M.C. Kobitz	M.A. Lora	M.C. McDonald	R.P. Morlier	J.D. Olson	R.M. Plumbeau	E.E. Roman
B.P. Johnson	K.L. Kobs	J.W. Loud	S.E. McDonald	B.H. Morris	L.R. Olson	P.S. Pocock	G.J. Roman
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R.J. Johnson	J.G. Korhonen	P.E. Lucke	K.P. McGee	C.C. Morton	W.L. Orr	S.H. Potter	P.N. Rose
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S.M. Johnson	MA. Korosi	D. Lumpkin	P.T. McHugh	R.J. Morton	J.S. Osburn	S.M. Powell	T.J. Ross
T.V. Johnson	S.J. Kramer	S.C. Lundberg	J.E. McIntosh	M.S. Moss	M.J. Otremba	J.P. Poynton	AA. Rossano
D.M. Jones	T.R. Kramer	A.F. Lundy	K.E. McKay	T.C. Mottl	J. Ouska	R.W. Pratt	J.F. Rossi
G.D. Jones	L.D. Kranz	J.C. Lunger	P.S. McKee	P.A. Mrazik	D.M. Owen	S.D. Press	C.L. Rossing
L.D. Jones	S.J. Krasovic	M.S. Luther	M.D. McKenney	B.W. Muetzel	T.S. Owens	C.E. Price	R.L. Roth
M.S. Jones	E.W. Krikorian	P.D. Lycan	D.E. McLeish	K.S. Muldrow	G.J. Pabst	B.M. Provinsky	N.W. Rought
T.L. Jones	A.J. Kronzer	S.J. Lyczak	R.L. McLeod	J.A. Mulvihill	T.M. Paczolt	B.C. Pryor	M.J. Rourke
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S.H. Kale	T.P. Lalor	G.J. Magee	K.M. McNamara	J.A. Myers	R.P. Panter	R.R. Rada	C.L. Rucker
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J.E. Karnes	T.G. Lane	M.D. Mallon	M.S. Mehl	J.P. Nelis	T.J. Passer	R.W. Raynett	R.L. Sage
CA. Kastelein	B.E. Lange	T.G. Maloof	LA. Meitrodt	R.L. Nelke	R.H. Patch	R.J. Razin	G.A. Samels
D.R. Kato	V.P. LaPenna	R.K. Mammen	J.H. Mella	E.C. Nelson	N.S. Patel	W.D. Records	E.F. Sands
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K.S. Smith	R.T. Tessnow	T.R. Ward	D.D. Young		R.D. Baron	S.H. Downs	R.D. Hora
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R. Jones	R. Monju	S.G. Smith	R.D. Buskas	W.A. Custer	D.R. Anspach	J.A. Scheffler	D.L. Barton
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E.J. Brennan	J.F. Champion	W.J. Davidson	R.K. Fields	P.S. Haas	LE. Hughes	M.V. Kirkner	E.R. Lopeman
T.C. Brewer	M.G. Champion	C.C. Davies	S.M. Fieldsend	B.P. Hackworth	J.K. Humbles	P.C. Kisling	S. Losavio
C.B. Bridges	GA. Chandler	J.E. Davis	L.G. Figari	C.R. Hagan	C.L. Hunstad	J. Kiyokawa	S.N. Luci
D.L. Briggs	R.S. Chandra	RA. Davis	H.M. Fink	D.K. Hagendorn	K. Hunter	R.R. Kjerstad	T.B. Lucius
F.M. Bringhurst	F.R. Charmforoosh	W. Davis	M.J. Finley	R.L. Hain	M.T. Hure	LS. Klauer	P.N. Lucken
M.W. Brophy	G.J. Charriere	D.L. Dawson	R.W. Fischer	M.R. Haley	T.M. Ingersoll	KA. Klineman	L.T. Lumpkin
D.D. Browdie	M.D. Chase	D.W. Dean	C.P. Fisher	G.V. Hall	J.D. Inman	K.M. Kmetz	P.R. Lumsden
A. Brown	J.E. Chipman	R.T. Decker	J.M. Fitch	G.L. Hamilton	E.L. Introligator	J.K. Knight	RE. Lutes
D.C. Brown	B.N. Christensen	D. Deegan	S.E. Fitch	R.B. Hamilton	J.T. Irlbeck	T.L. Knight	C.L. Luther
GA. Brown	M. Christian	V.M. Dempsey	J.W. Fitzgerald	M.Y. Hancock	S.F. Irvin	B.J. Knopsnyder	M.B. Luther
J.D. Brown	O.L. Cisneros	L. Denooy	L.W. Fletcher	K.D. Haney	M.D. Irvine	J.T. Knudsen	E.P. Lyon
J.R. Brown	J.A. Clark	J.A. Denton	K.L. Fletcher	T.S. Hannus	L.W. Isabelle	P.T. Koch	G.R. Maatz
MA. Brown	KA. Clark	J.G. Dering	W.C. Fletcher	P.E. Hansen	S.M. Isgett	N.S. Koizumi	AR. Macino
CA. Brownrigg	DA. Clavey	DA. Desbordes	S.D. Flood	M.M. Hansson	J.R. Jacaruso	K.P. Kokal	D.J. Madden
J.W. Brucato	C.J. Clay	D.M. DeSutter	C.W. Forbes	DB. Hardee	C.G. Jackson	W.H. Konrad	J.D. Magnani
J.P. Brucia	K.D. Cloak	D.G. Detwiler	GA. Forrest	J.W. Hardie	D.M. Jackson	J.L. Kosich	H.W. Maguire
B.M. Brumley	B.J. Coakley	T.N. DeWilde	T.C. Foss	J.S. Hargrove	R.T. Jackson	J.K. Kost	F.D. Malko
J.L. Buch	BA. Cohen	G.C. Dieckmann	G.M. Fox	F.P. Harper	B.J. Jacobs	G.M. Kowalski	J.C. Malone
RO. Buchanan	BA. Colby	J.W. Diesing	J.K. Fox	K.B. Harrigan	MA. Jacobs	K.W. Kralely	P.B. Malone
S.L. Buckner	R.J. Cole	C.F. Dillman	J.W. Fox	P.P. Harris	T.D. Jacobs	M.J. Kramer	C.L. Mamzic
G.R. Budenaers	RR. Coleman	R.W. Dixon	J.M. Francis	RR. Harrison	KA. Jacobson	VA. Kranian	EW. Mann
D.W. Bullard	A. Collins	M.K. Dorman	G.D. Freeman	DR. Hartman	P.E. Jalajas	J.D. Krieger	R.N. Mapel
R.C. Bunker	D.M. Collins	S.B. Dorman	K.E. Frickelton	D.J. Hassenger	BA. Janssen	T.R. Krupa	E.M. Marchant
T.M. Burgess	MA. Collins	S.E. Douglass	MA. Friedman	J.T. Hassett	K.J. Jarreau	K.J. Krutielek	J.L. Marchildon
C.J. Burk	T.J. Colucci	M.W. Down	G.M. Friedrich	J.P. Hassinger	A.E. Jayo	D.M. Kudirka	WE. Marker
D.M. Burke	S.M. Combest	D.E. Dowse	M.F. Frische	A. Hawkes	LD. Jeffries	T.J. Kuhn	R.C. Martin
R.G. Burke	A.M. Combs	DA. Drews	T.E. Frost	LD. Hawkins	B.L. Jennings	J.S. Kulski	TA. Martin
K.F. Burkhardt	DA. Comey	J.D. Drexler	R.D. Fuchs	Z.M. Hayden	J.L. Jensen	T.W. Kunstorf	J.J. Martino
A.L. Burns	M.J. Compton	D.J. Duckett	R.G. Fuchs	C.E. Hayes	R.D. Jethwa	K.W. Kunz	J.K. Marut
D.S. Burns	M.P. Conboy	B.R. Duden	T.J. Gallagher	T.D. Hayes	K.J. Johansson	S.M. Kurpius	M.F. Mascis
K.D. Burnstein	M.E. Connell	J.H. Duke	AV. Gallo	P.L. Hayward	W.R. Johnson	D.L. Kurt	E.F. Massad
J.R. Burton	B.W. Conner	J.I. Duncan	G. Gallucci	P.D. Heath	M.J. Juetten	E.M. Kvittem	P.C. Mathis
K.L. Bustle	P.J. Connolly	C.W. Dupon	S.M. Gatzulis	S.R. Heckler	J. Jui*	LE. LaBrec	KA. Mattson
SA. Butcher	T.L. Connor	DA. Durkin	JA. Genovese	J.J. Hegseth	T.C. Kane	JA. LaCanfora	G.F. Maxwell
M.J. Butorac	B.J. Conroy	RE. Dutcher	C.P. Gersbach	D.W. Heinrich	T.F. Kapikian	R. Lamar	D.J. May
A.J. Byers	LB. Cook	C.K. Dyson	T.B. Glick	G.G. Heitmann	S.M. Kapner	MA. Lambert	MA. Mayo
R.L. Byers	J.R. Cooke	R. Dziaba	B.Y. Godlove	DA. Helms	M.W. Kappes	ST. Lambrick	D.S. Mazzurca
M.W. Byron	J.R. Cooper	H.G. Earle	S.R. Gomen	RE. Hency	J.T. Karakash	C.L. Landolt	E.D. McCarthy
J.M. Cady	T.M. Cooper	M.H. Easterbrook	J.D. Gommoll	L.K. Hendrick	B.T. Karren	G.E. Lane	K. McChesney
B. Cairns	C.C. Copping	AD. Eckert	G.F. Gonzalez	T.W. Henning	R.J. Kashur	C.D. Lange	T.J. McChesney
J.P. Calderon	G.M. Corey	J.D. Eden	J.L. Goodman	J.M. Heroux	B.G. Kasperbauer	D.C. Larsen	A.F. McCullough
C.D. Caler	D.C. Corra	S. Edmond	D.P. Gordon	S.D. Herr	K.L. Katte	K.S. Larson	E.T. McClusky
JA. Callaway	JA. Corsetti	NA. Edridge	M.S. Gordon	R.J. Heyman	J.R. Katz	T.H. Latorre	M.H. McCormick
C.R. Calnan	P.L. Costello	N.R. Edson	D.J. Gorman	S. Hickey	T.K. Kaufman	J.J. Laven	M.J. McCracken
K.K. Calori	T.N. Cottam	I.R. Egap	R.W. Gorski	M.R. Hightower	DA. Keehn	CA. Lawrence	J.K. McCrone
M.O. Camacho	A.L. Cottrell	R.C. Ehret	D.W. Grabb	SA. Hildreth	C.J. Keen	J.G. Leber	M. McDermott
T.P. Campbell	M.B. Covington	BB. Eide	R.G. Granley	A.M. Hill	T.R. Keine	LA. Lee	D.W. McDonald
C.L. Campion	J.J. Cowen	T.H. Einemo	C.R. Grant	E.H. Hill	K.M. Keller	RE. Lee	J. McDonald
F.X. Capano	J.P. Crail	D.M. Emerson	F.T. Grant	R.E. Hill	C.L. Kelley	S.C. Lee	J.G. McElligott
T.C. Carefoot	N.C. Crandall	J.L. Englert	B.J. Graver	B.P. Himpelmann	J.J. Kelley	S.P. Lee	T.J. McEntee
K.P. Carlin	C.D. Crosby	CA. English	RE. Graves	F. Hinsen	W.C. Kellis	W.P. Lee	M.J. McGagh

ALPA-PAC ROLL OF DISTINCTION 2015 » Century Club

J.S. McKain	M.E. Nelson	J.E. Polansky	A.E. Ross	N.C. Sharber	D.P. Stevenson	K.J. Tyburski	D.L. Whitman
J.A. McKenna	R.M. Nelson	J.R. Porter	A.D. Ross	D.L. Shavers	B.G. Stewart	B.W. Tyler	T.D. Wicklund
M.R. McKenney	J.M. Nesheim	G.S. Poulos	D.B. Rossetter	K.K. Shaw	J.R. Stoll	J.C. Tynan	R.D. Widholm
W.J. McKenney	K.R. Netherton	J.G. Preedy	D.H. Rounds	R.F. Shay	W.T. Stovall	W.J. Umbach	R.C. Wiedenhaefer
M.C. McMillin	E.J. Nevin	J.A. Preshlock	D. Rouse	J.D. Sheridan	M.J. Strasfeld	G. Upjohn	R.R. Wien
R.D. McNay	J.J. Newberry	R.L. Prothero	S.B. Rowe	S.I. Shiff	K.R. Strickland-	K.A. Usher	R.M. Wilkerson
G.L. McQueen	C.E. Newton	J.V. Przygocki	C.M. Ruff	M.J. Shippee	Sargent	R.S. Van Bebber	M.E. Williams
J.D. McRitchie	W.J. Newton	M.R. Pulka	J.F. Russell	T.R. Siebenaler	M. Strittmatter	P.A. Van Den	B.D. Williamson
M.S. McSheehy	B.H. Nichols	N.J. Pylawka	R.R. Ruterbusch	D.L. Siebold	LE. Stuber	Heuvel	R.D. Williamson
M.J. McSoley	M.E. Nichols	J.R. Quaco	C. Sabbatini	E.L. Siegel	D.A. Studebaker	O.O. Van Loveren	D.C. Wilson
L. Medrano	R. Nichols	A.W. Quast	F.P. Sackett	V.S. Sikora	S.M. Stuetzer	J.L. Van Wormer	D.E. Wilson
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B.J. Mehmedbasich	S.J. Nicoletti	S. Ralph	M. Sakadolsky	S.P. Simons	P.V. Sullivan	P.E. Variati	T.F. Wilson
A.P. Meisner	P.C. Nielsen	A.G. Rattliff	S.P. Sanchez	C.A. Sims	T.H. Sullivan	S.P. Varinsky	M.A. Wiltchik
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A. Melnick	W.E. Norteman	T.R. Reeve	M.A. Sanderson	B.N. Sivertson	W.I. Summers	M. Veleda	D.D. Wolfe
M.M. Menke	B.P. Noyes	C.E. Rehberger	LT. Sandford	B.D. Skanron	J.S. Sunde	R.L. Velez	J. Wolff
L. Mercaldo	J.A. Nyaradi	D.R. Reichle	D.R. Savage	P.A. Slajus	S.B. Sweeney	E.T. Venner	G.P. Womack
A.F. Merone	M.J. Nywening	D.A. Reily	M. Scarafile	J.W. Smart	S.A. Sweet	J.E. Vergun	S.K. Wong
T.M. Messer	T.J. O'Brien	K.M. Rempel	T.J. Schaefer	D.B. Smeltz	D.D. Swift	D.F. Vidovich	T.A. Woodworth
J.I. Meyers	S.P. O'Connor	E.J. Rennekamp	S.A. Schafer	A.W. Smith	M.G. Takvorian	S.B. Vogtritter	A.M. Worster
C.W. Micheletti	D.A. Odell	S.L. Renno	G.N. Schallow	B.P. Smith	J.H. Talbert	M.D. Voss	W.W. Worster
L.D. Miller	R.G. Odneal	W.L. Ressler	C.A. Schermacher	D.J. Smith	J.D. Tate	D.S. Wagoner	H.H. Wrench
T.A. Miller	D.A. Oliver	J.G. Reynolds	N.B. Schleicher	J.J. Smith	R.E. Tedstrom	B.C. Waibel	P.A. Wright
Campbell	M.F. Olsen	J.O. Rhoades	J.J. Schmidt	LT. Smith	T.W. Terryn	R. Wainwright	T.P. Wright
K.L. Millerick	C.G. Olson	C.N. Rhodes	S.L. Schmucker	M.K. Smith	M.J. Testa	J.E. Walker	M.D. Wrobel
D. Millwood	R.S. Olson	AA. Ricci	C.W. Schoenneman	P.J. Smith	B.D. Teubel	C.R. Wallace	G.A. Wroblewski
M.G. Milo	T.S. Olson	G.F. Ricciotti	S.B. Schofield	ST. Smith	J.J. Tews	B. Wallis	R.G. Yauchzy
V.V. Minissale	J.C. O'Neal	M.J. Richard	G.J. Schoofs	J.M. Smithberg	W.P. Theisen	D.L. Walsh	J.D. Young
K.P. Minter	K.P. O'Neal	E.E. Rickman	M.J. Schubert	E.W. Snelgrove	G.A. Thomas	J.B. Waltrip	J.R. Young
A.J. Mispagel	M.W. O'Neal	B.K. Riegel	J. Schuchat	G.L. Somerton	H.A. Thomas	E.M. Wandel	J.P. Yoviene
T.F. Misselwitz	D.G. Opseth	T.A. Rijke	T.S. Schultz	E.L. Souder	R.R. Thomas	M. Wapenaar	J.C. Zamarripa
J.R. Mitchell	P.T. Ota	B.W. Rinehart	P.K. Schulze	G.E. Spooner	D.A. Thompsen	C.A. Ward	W.B. Zane
D.G. Mitsch	R.K. Ott	J.W. Rinehart	C.R. Schuyler	W.E. Sprague	R.W. Thompson	R.C. Ward	C. Zapata-Cardone
D. Mochocki	J.W. Pahl	M.D. Ringo	J.A. Schwart	C.K. Squires	AA. Thrasher	C.D. Warren	A. Zeigler
D.K. Moffer	F.W. Palmer	G.B. Rings	A.J. Schwartzman	J.S. St. Clair	L.R. Tiahnybik	J.E. Warus	C.S. Zellner
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S.H. Moloney	G. Panagos	J.C. Rivet	D.W. Scoles	J.E. Staffieri	B.A. Tielbur	T.M. Waterworth	R.J. Zettel
S.D. Moltzan	L.W. Paparella	M.T. Robart	D.K. Scott	R.D. Staliwe	M.C. Tiltrum	B.L. Watrous	J.W. Ziebell
R.M. Mondora	M.J. Parisi	C.L. Roberts	G.C. Scott	S.M. Stang	M.J. Tindall	C.D. Weatherly	N.C. Zikas
KA. Montague	W.Z. Parker	S.A. Robinson	E.C. Segaar	AD. Stanton	J.D. Titus	A.W. Weber	VIRGIN AMERICA
D.L. Montgomery	J.M. Pascual	J.B. Roche	AP. Segarra	R.B. Stark	M.J. Tobin	A.J. Weggemann	M.D. Bolton
W.J. Moody	M.J. Patel	J.R. Rodriguez	F.A. Self	J.G. Statler	J.T. Toivola	M. Wegner	
D.C. Moore	S.G. Patel	M.S. Rodriguez	S.L. Senegal	S.F. Staudt	D.L. Torigian	D.L. Wentzlauff	
J.C. Moore	D.F. Patrick	F.J. Roeper	M.M. Senft	J.J. Stauffacher	CA. Tringali	D.J. Wenzel	FRIENDS OF
J.S. Moore	N.M. Patronis	T.J. Roesch	D.A. Senior	AD. Stavropoulos	M.C. Trojak	L.R. Wersky	ALPA-PAC
H.J. Morales	J.S. Patterson	D.M. Rogers	D.P. Seperant	S.C. Stebbins	V.R. Trotman	E.O. Wevik	D.R. Hackert
M.K. Morgan	K.B. Paulson	M.M. Rogers	M.M. Seybert	AD. Steffanus	W.D. Trout	J.M. Wharton	P.D. Heffley
K.J. Morris	M. Pauza	B.J. Rolon	F.P. Shaffer	G.A. Stegmeier	P. Tsakonas	J. Wheeler	B.D. Jandorf
T.W. Morrison	T.J. Pavlik	D.M. Romceвич	S.P. Shaffer	S.T. Steindorf	M.R. Tungett	D.J. White	
R.W. Morrow	J.A. Peek	M.D. Romerein	S.A. Shah	D.D. Steinfield	AD. Turner	J.D. White	
W.E. Mosley	P.V. Pellegrino	KA. Rose	J.G. Shall	J. Stern	K.P. Turpen	K.F. White	
LD. Mote	K.M. Pellicore	D.T. Roseberry	Y. Shani	AR. Stevenson	J.D. Tuten	N.D. White	
P.J. Mozzetta	M.A. Penning						
K.E. Muhlberger	P.S. Perdue						
J.T. Muhlentkott	H.M. Perry						
J.L. Munoz	D.M. Perun						
CA. Munter	D.W. Petersen						
RE. Murphy	R.R. Petersen						
DA. Murray	T.M. Peterson						
J.C. Mutchler	C.O. Petri						
J.R. Muus	J.A. Phelps						
RA. Naert	P.C. Phillips						
D.V. Naman	W.N. Pierce						
RM. Nealon	E.A. Poland						



Additional Wingman Flight Leads

The following individuals each contributed \$1-\$99 and recruited at least three others to join ALPA-PAC in 2015

DELTA

S.B. Garell*

MESA

S.R. Brown*

S.E. Rogers*

N.S. Toon*

SPIRIT

P.M. Hansen*

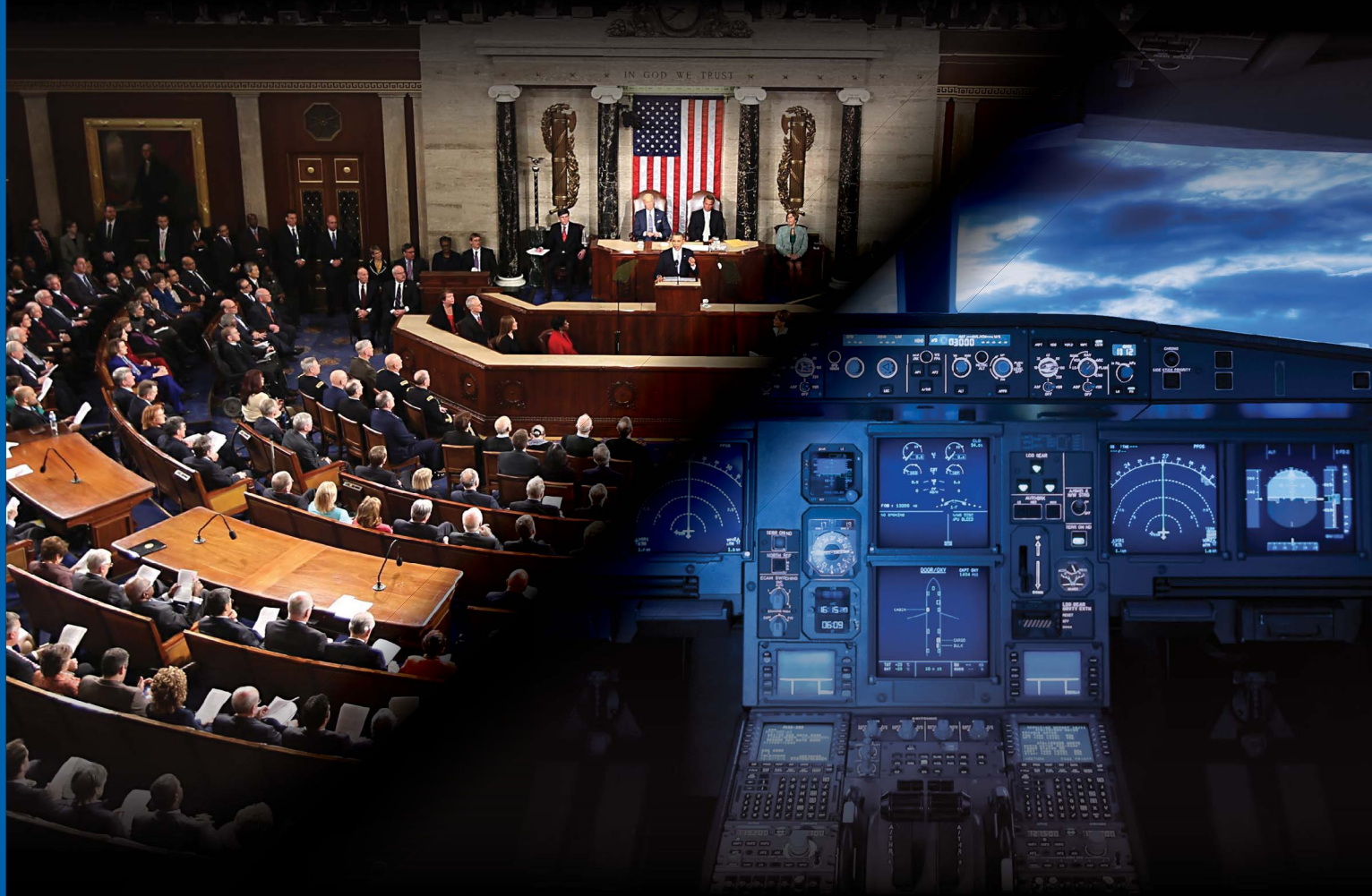
J.S. Weiford*

UNITED

D.L. Ings*

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www.alpapak.org

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'Trust Starts With You'

Secretary-Treasurers Conference Stresses Wise Spending

By Kevin Cuddihy, Contributing Writer

Twenty ALPA leaders attended the annual Secretary-Treasurers Conference March 15-17, held at the Association's Conference Center in Herndon, Va., to learn from national officers and staff about how to best fulfill the duties of their position and serve their fellow pilots.

Capt. Randy Helling, ALPA's vice president-finance/treasurer, welcomed the attendees, telling them, "This training ensures you have the tools you need to do your job." And that job is extremely important. Capt. Tim Canoll, ALPA's president, stressed that, saying, "Being judicious with our members' money and being transparent with our members' money is a lot of work, but it's incredibly important work."

SUPPORT

ALPA's secretary-treasurers are tasked with supporting all the pilots at their airlines and are responsible to each and every one of them. Secretary-treasurers are involved in both the membership aspect of their master executive councils (MEC)—for example, MEC meetings, member records management, dues obligations, and ALPA insurance—and the financial aspect, such as budgeting, expenses, administering flight pay loss, and strategic planning.

"Everyone at ALPA national is here to support you in doing your job and giving you the tools you need," said Helling. The pilots met and heard from staff in the Membership and Finance Departments, with each presentation concluding with some version of the phrase, "and if you have any questions, contact us."

FIDUCIARY RESPONSIBILITY

"Each of you is a fiduciary as a result of your elected position," explained Clay Warner, a senior managing attorney in ALPA's Legal Department. With that comes one of the most important aspects of the position: fiduciary responsibility. Capt. Bill Couette, ALPA's vice president-administration/secretary, told the volunteers that without money there are no operations, and advised them, "Be good stewards of your pilots' money."

During the conference, ALPA national officers and staff delved into ALPA's financial status, processes, and administration. Pilots heard a financial overview and learned the breakdown of where dues dollars go—36.5 percent to MEC accounts, 2 percent to local executive council accounts, 3.5 percent to the Operational Contingency Fund (OCF), and 58 percent to administration and support; got an update on the importance of the OCF and Major Contingency Fund—how they're being built back up and when they're available to pilot groups for budgetary supplementation; and learned more about the Project AMBER system modernization effort that's providing new and enhanced tools for all ALPA members.

THREE SNEAK PEEKS

A highlight of the conference was attendees getting a sneak peek at forthcoming updates that will benefit pilot reps and line pilots.

- 1. Computer-based training**—Beth Robinson, ALPA's director of Finance, demonstrated a finance computer-based training module, which will help pilot reps learn on the job in between training courses like the conference. The first module is expected to be ready this summer, with more to follow.
- 2. Project AMBER system modernization: the first update is INFOR XM for expenses**—The reps got training on the new INFOR XM expense system that went live on April 1 and information on the planned new flight-pay-loss system.
- 3. Members-only homepage**—IT staff showed off a demo of the new members-only homepage (scheduled to debut soon) and explained how it will help the pilot reps communicate better with their pilots.

The group left the training with a strong foundation of what they're responsible for and who to contact with any questions—and the knowledge of the importance of their actions. "Trust starts with you," concluded Helling. "Thank you for doing what is very often a thankless—but extremely critical—job." ✕

Testimonials From the Secretary-Treasurers Conference

"Not only has the conference provided information on how to do my job, but it's also put a lot into context that will help me answer questions from my pilots about things like ALPA's finances and legislative affairs issues."

—CAPT. GRAHAM HOFF-DOWNING
(AIR WISCONSIN)

"There's always something new to learn, but it's more than that. I like to offer my input in any way it's needed. My presence here is important to show that we're all in this together."

—CAPT. PETER NAKHOUL (PIED-MONT), WHO HAS ATTENDED "AT LEAST 10" SECRETARY-TREASURERS CONFERENCES

"Any face-to-face time with the other secretary-treasurers is valuable. I can send them an e-mail, and they know who I am. And the conference has been a great way to fill in the gaps I had about the knowledge needed to perform my job."

—F/O RICH ZINS (FEDEX EXPRESS)

ALPA@work

Advancing the Profession...Pilots & Staff

ALPA Pilot Safety Reps Gather

Gain Insights About Risk Management, Leadership



↑ Capt. Nick Seemel (Jazz Aviation) introduces the basics of SMS and risk assessment to new ALPA pilot safety volunteers.

Pilot safety representatives gathered at ALPA's Herndon, Va., Conference Center in late March to become more familiar with safety reporting programs and risk assessment and to learn how to lead their pilot groups' safety committees—all in an effort to better serve their respective pilot groups through effective and efficient consensus building.

The Risk Management Course (RMC) covered topics such as Safety Management Systems (SMS), the Aviation Safety Action Program (ASAP), and Flight Operations Quality Assurance (FOQA), providing attendees with tips on how to work successfully with management and regulatory representatives in the areas of hazard identification and risk management.

Capt. Nick Seemel (Jazz Aviation) led the RMC, teaching pilots how to use the risk-as-

essment matrix while working through examples. "Risk is always a number," Seemel said while walking attendees through the matrix, comparing the severity of a hazard to the likelihood it occurs. "The higher the number, the higher the risk."

Seemel noted how SMS is proactive in managing safety, evolving from the "fly-and-fix" mentality of yesteryear to the present, where it's actively managed and monitored. He also outlined proven strategies that safety committee members can use to work with

airline management to address and mitigate hazards and build a safety culture.

Capt. Kevin Slovinski (Spirit) discussed the benefits of ASAP, including how ALPA, the company, and the FAA collaborate to operate the program at each of the 21 airlines with ALPA-represented pilots currently using ASAP—from a flight-crew member report through the Event Review Committee (ERC) process. He led attendees in scenarios on how to handle various types of reports as a member of an ERC.

F/O Justin Pinkerton (United) led a discussion on FOQA, using various situations to detail ways FOQA gatekeepers may respond to the recorded flight data, and its analysis, in an instructional setting.

Capt. Gwen Schallow (United) lauded the course, saying, "It was a great overview of a complex subject, and I appreciated the open and honest discussion of the challenges facing the Association. The dedication of our volunteer members, and the passion of the instructors, makes me proud to be part of ALPA."

During the Safety Leadership School (SLS), formerly known as Safety Two School, Capt. Frank Pizzonia (United) covered advanced safety administration, showing how safety reps fit into their master executive council's (MEC) safety structure—as well as the larger ALPA safety structure, the Air Safety Organization.

Pizzonia briefed attendees on ways to maintain a strong committee, successfully recruit and lead volunteers, ensure adequate staffing, manage expenses, and factor safety considerations into contract negotiations. ALPA's Communications Department staff briefed participants on interacting with the news media.

Capt. Patrick Colligan (PSA) commended the training, stating, "The knowledge and skills I gained from participating in the Safety Leadership School will help me better serve the PSA pilots as their ASAP Subcommittee chairman."

The next RMC and SLS will take place in mid-November. To learn more, visit www.alpa.org or contact your MEC Central Air Safety Committee chairman. ✉

—Christopher Freeze, Senior Aviation Technical Writer

ALPA's Clout

Capt. Joe DePete (FedEx Express), ALPA's first vice president and national safety coordinator, told the reps who attended ALPA's recent Risk Management Course and Safety Leadership School that as FOQA gatekeepers and ASAP Event Review Committee members the work they

do is transformational. "I can't emphasize enough the importance of ASAP and FOQA data collection and how those efforts are literally shaping the future of aviation," DePete said. "Once we relied only on forensic data.... But now, through ALPA's efforts, we're able to identify and predict risk before it leads to an accident or incident."

"Never forget that when ALPA speaks about safety, security, or pilot assistance, people listen," said DePete. "As members of the largest nongovernmental safety and security organization, we have so much influence, and make a tremendous impact, on the aviation world. We at ALPA are the voice of aviation's past, present, and future."



For more information on jumpseating, go to www.alpa.org/resources or download the ALPA app at www.alpa.org/apps. There you'll find airline-specific policies and procedures as well as general jumpseat information and other useful resources, like ALPA's Jumpseat Guide.

ASO Councils Discuss Security, Jumpseat Issues

Chairmen and coordinators representing Security and Jumpseat Committees from 18 of ALPA's master executive councils (MEC) met for joint meetings of their respective Air Safety Organization (ASO) councils at ALPA offices in Herndon, Va., on March 22–24.

Capt. Joe DePete (FedEx Express), ALPA's first vice president and national safety coordinator, opened the proceedings, saying, "We're faced today with issues our founders never imagined." Yet he acknowledged, "The synergy created by the 375 ASO volunteers and staff is amazing. And in the wake of what has happened in Brussels, the job is more important than ever," referring to the March 22 terrorist bombings in Belgium.

Capt. Wolfgang Koch (Delta), ALPA's Aviation Security

chairman, led the plenary sessions, which featured sensitive security information, developments in mitigating threats from laser strikes, advancements in screening technologies, and updates on Transportation Security Administration (TSA) policies concerning the Known Crewmember® and Federal Flight Deck Officer programs.

Ambassador at Large and Coordinator for Counterterrorism Cofer Black, former director of the CIA Counterterrorist Center, spoke to the councils about the ever-changing security threats and challenges that aviation faces due to advances in the technology available to, and increased radicalization of, extremists.

Breakout sessions led by Capt. Robert Hamilton (PSA), ALPA's Security Council chairman, and F/O Rich Odbert



↑ Eddie Mayenschein, assistant administrator of the Transportation Security Administration (TSA), discusses TSA policy updates with attendees during a joint meeting of ALPA's Security and Jumpseat Councils.

(FedEx Express), ALPA's Jumpseat Council chairman, covered numerous issues relating to their respective missions.

The Security Council discussed international operations, new ways to handle disruptive passengers, and hotel security concerns while integrating feedback from represented MECs. Also covered were tips on individual danger assessment and determination, and new security initiatives like updates to the ASO's Security Training Course (STC) and the upcoming STC II. "The need for security is greater than ever. In both 2014 and 2015, more aviation passengers were killed by intentional acts than unintentional. We must redouble our efforts. The threat is growing," said Hamilton.

The Jumpseat Council welcomed new members and heard briefings from MEC Jumpseat reps about their respective properties. "It was great to see the level of enthusiasm and participation from everyone—including from our somewhat newer ALPA Jumpseat Committees such as JetBlue and Virgin America," said Odbert.

He cited the incidents in

Brussels, saying they "further focus our attention on vulnerability, and the need for pilots to remain vigilant in flight-deck access decision-making." The council discussed its requirements for a forthcoming operations manual being created by the ASO to govern the committee, addressed the individual needs of each pilot group's council members, and started to explore ways to improve coordination among council members on pilot needs and issues beyond its website and e-mail platforms.

Additionally, the Jumpseat Council collaborated on providing better ways for all pilots to access jumpseat information. "Flight-deck access issues are unique in that we completely share protocol and privileges with not just ALPA pilots but with all airline pilots," Odbert stated.

He concluded by encouraging participants to attend the Jumpseat Forum at ALPA's upcoming Air Safety Forum, which will take place August 22–25 in Washington, D.C.

The Security Council will also next convene at the Air Safety Forum. ✉

—Christopher Freeze, Senior Aviation Technical Writer

Struck by a Laser? Submit a Report

The FAA requests that all pilots immediately report incidents of laser strikes to ATC. Upon arriving at their destinations, all pilots and crewmembers affected by a laser strike are also requested to complete the FAA Laser Incident Reporting Form in order to provide critical information to help law enforcement officers identify

and apprehend responsible parties.

You can complete the short version of the questionnaire on your mobile device by going to www.alpa.org/resources and clicking on What to Do if You're Lased. After filling out the form, the FAA will e-mail you the full questionnaire to complete and return.

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Do You Fly to Brazil?

The International Federation of Air Line Pilots' Associations (IFALPA) delegates voted unanimously to deem Brazilian airspace as insufficient, as the Brazilian authorities have failed to act upon concerns already raised regarding launching very large balloons (900 kilograms, filled with fireworks) within Brazilian airspace. The IFALPA statement reads: "These balloons present extreme danger to aircraft departing and arriving at airports and the operations in the enroute airspace. IFALPA directs the Executive Board to take the appropriate measures necessary to ensure the dangerous situation is resolved in the shortest time possible." With the Olympic Games coming to Brazil in two months, this safety issue was at the top of the agenda.



→ Capt. Don Wykoff (Delta) addresses delegates after receiving the Clarence N. Sayen Award.

One Voice, Heard Around The Globe

International Aviation Advocacy Efforts at IFALPA

By Molly Martin, Contributing Writer

One hundred member pilot associations from around the world gathered in New Orleans, La., April 15–18 for the International Federation of Air Line Pilots' Associations (IFALPA) 71st annual conference. Pilot leaders discussed issues facing the global piloting profession, including atypical employment business models such as Norwegian Air International's flag-of-convenience labor scheme, safely integrating unmanned aircraft into global airspace systems, and addressing pilot fatigue with risk management systems. ALPA is the sole representative for U.S. and Canadian pilots at IFALPA.

With an emphasis on building relationships with pilots around the world, participants discussed IFALPA's main role of influencing aviation policy at the highest level—the International Civil Aviation Organization (ICAO), the aviation arm of the United Nations. Delegates discussed in plenary and in committee meetings best practices for developing standards internationally and implementing them through IFALPA's seat at ICAO, the global voice for airline pilots.

On April 16, IFALPA honored Capt. Don Wykoff (Delta) with the Clarence N. Sayen Award, the highest federation honor. Capt. Martin Chalk (British Airways), IFALPA's president, cited some of Wykoff's accomplishments as a pilot advocate, including the monumental task of moving IFALPA's advocacy agenda forward

by securing a position for IFALPA as an observer on the ICAO Air Transport Regulation Panel and successfully restructuring the federation's resources, moving the offices to Montreal, Qué, Canada, to better influence aviation policy through ICAO.

Wykoff thanked the federation, noting that the pilots in the room are the global leaders of the piloting profession. As the former

IFALPA president, he ended his remarks with a tip for those following in his ranks. "Leadership isn't about being in charge. It's about taking care of those in your charge."

In the course of conference business, delegates elected six ALPA pilots to IFALPA leadership positions.

Executive Committee Officers

» Deputy President—Capt. Ron Abel (United), replacing Capt. Chris Lynch (United)

Executive Vice Presidents (Region)

» Executive Vice President (EVP) North America Region—Capt. Michael Geer (Delta), replacing Capt. Mike Pinho (Delta)

Regional Vice Presidents

» U.S./CEP—Capt. Boyd Kelly (Delta)
» Canada/Artic—Capt. Peter Black (First Air)

Standing Committee Chairmen

» Air Traffic Services (ATS)—Capt. Rip Torn (Delta)
» Dangerous Goods (DG)—Capt. Scott Schwartz (FedEx Express), replacing F/O Mark Rogers (United)

Capt. Rod Lypchuk (Jazz Aviation) will continue to serve as IFALPA executive vice president administration, membership, and finance, and Capt. Mike Hynes (United) will maintain his role as the regional vice president for the North Atlantic region.

IFALPA also recognized several outgoing committee chairs and officers, including Lynch, Pinho, and Rogers for their work advancing aviation safety and the piloting profession worldwide.

Chalk ended the conference saying, "The value of us coming together is to protect our members and enhance their lives, and the profession as whole," adding, "It is about us working together and speaking with one voice." The next IFALPA conference will be held May 4–7, 2017, in Montréal, hosted by the federation. ✉

IFALPA Pilot Leaders Join Forces to Deny NAI

As the International Federation of Air Line Pilots' Associations (IFALPA) 71st annual conference started, the U.S. Department of Transportation (DOT) tentatively approved Norwegian Air International's (NAI) application to fly to and from the United States. With this decision, NAI gains an enormous unfair competitive advantage over U.S. and European airlines, which are required to do business under a different set of labor contracts.

"This is a direct affront to fair competition in the global aviation marketplace," said Capt. Tim Canoll, ALPA's president, during a special



↑ Capt. Tim Canoll, ALPA's president, addresses the plenary regarding Norwegian Air International.

announcement from the plenary floor following the EVP-North America report from Capt. Mike Pinho (Delta). "And we will fight back. We will work together with the pilots in this room to continue to advocate for

a level playing field, where pilots can compete without facing labor schemes such as NAI."

On April 16, IFALPA's 100,000 pilots in 100 member associations joined forces to stand up against destructive atypical labor practices, asking the appropriate governments to take action. "We call on both the U.S. DOT as well as the European Commission to reconsider this tentative decision and to either deny NAI's application or require NAI to commit to [en]sure that either full U.S. or European employment standards are applied to its employees."

Read more about the DOT's tentative decision regarding NAI on page 9, and take ALPA's newest Call to Action to Deny NAI by visiting www.alpa.org/denynai.

MANAGING PILOT FATIGUE

Capt. Don Wykoff (Delta) and Jim Johnson, a managing attorney in ALPA's Legal Department who specializes in pilot fatigue and Part 117 interpretations, addressed the International Federation of Air Line Pilots' Associations (IFALPA) conference attendees along with Stephen Creamer, the director of the International Civil Aviation Organization's (ICAO) Air Navigation Bureau, about the pilot's role in fatigue management systems. "We have to show up fit for duty, and we have to report fatigue hazards," Wykoff said. "That's a very important role for us."

Wykoff outlined what's needed for a successful fatigue management program of any kind, including the roles and responsibilities of all parties involved. He stressed that data need to be deidentified and confidential to build pilots' trust in the system. Johnson, who also serves as vice chairman of IFALPA's legal advisory group, discussed developing a just safety culture, including what that means for the pilots flying the line.

Wykoff and other subject-matter experts work at the ICAO level to share best practices for fatigue mitigation. "We're really interested in developing guidance and standards that can be implemented," Creamer said.

Looking for ways to manage fatigue? Check out the *Fatigue Management Guide for Airline Operators*, which includes prescriptive and performance-based fatigue management approaches. Visit www.alpa.org and log in to download the guide.

6th Annual Global Pilots' Symposium

On April 14, 325 pilot leaders from the International Federation of Air Line Pilots' Associations (IFALPA) and three global alliances—the Associations of Star Alliance Pilots, the Oneworld Cockpit Crew Coalition, and the SkyTeam Pilots Association—met at the Global Pilots' Symposium to explore the future challenges and opportunities that airline pilots around the world face in today's competitive global marketplace.

"Good relationships are the root for success," said Capt. Martin Chalk (British Airways), IFALPA's president. "And this conference is where we build and foster those relationships."

Several ALPA pilots and staff participated in panel discussions, including Capt. Tim Canoll, ALPA's president, who discussed management-labor relations; Capt. Paul Ryder (ExpressJet), ALPA's national resource coordinator, who led a discussion on the global pilot supply issue; and Lori Garver, ALPA's general manager, who

talked about views of the profession's future from the front office.

"You must have a relationship with your management," Canoll said. "You will make no decision without it. The challenge is creating a proactive, positive environment to work in, and we all know that produces results for everyone."

Various subject-matter experts from ALPA's Leadership Committee and Pilot Assistance groups also gave presentations, providing attendees with information about essential assistance programs that help pilots when they need it most and tools to refine pilots' leadership skills. Participants also discussed social media's role in today's environment with a digital media strategist.

Hosted by ALPA in New Orleans, La., the symposium delivered a 2020 vision for the future of the airline piloting profession. For more information, including photos and presentations, visit www.globalpilotssymposium.com.



Holding Office

Hawaiian Pilot Appointed State Senator

By John Perkinson, Senior Staff Writer

Some say the best way to find yourself is to lose yourself in service to others. For F/O Kaiali'i "Kai" Kahele (Hawaiian), that service is reflected in the career choices he's made.

When he isn't helping airline passengers reach their destinations, Kahele flies in the defense of the country as an Air National Guard pilot. Now at the age of 42, the Hilo, Hawaii, resident has decided to pursue yet another service-oriented vocation, this time as a member of the Hawaii state senate.

Unfortunately, Kahele assumed this new role under less-than-desirable circumstances. His father, Gilbert Kahele, previously held the Senate seat until January 26, when he passed away. Deeply saddened but determined to continue his father's legacy, Kahele moved quickly to fill the office.

At his swearing-in on February 17, Kahele acknowledged, "Throughout my life, my father taught me the importance of community service, and I'm honored to carry on his legislative initiatives," adding, "I'm humbled and ready to go."

During his tenure, the senior Kahele had advocated for several aviation-related proposals that struck a special chord with his son. This legislation includes Senate Bill 3072, which if enacted would transfer oversight of Hawaii's 15 airports from the state Department of Transportation to a five-member airport authority.

"Honolulu International Airport has exceeded its capacity," said Kahele, noting that it's not uncommon for flights to wait long periods on the tarmac because gates are simply not available. Likewise, passengers are often required to remain seated in parked airplanes until the

crowds at the airport's customs/immigration facilities dissipate.

"Most other U.S. city airports are governed by bodies made up of civic and business leaders. Transitioning to this kind of organization would help us streamline processes and modernize decades-old airports," he noted.

Other legislation on the elder Kahele's radar included Senate Bill 3073, which would appropriate funding to establish an aviation college at the University of Hawaii at Hilo. "My dad always dreamed of having a world-class collegiate aviation program here in Hawaii."

Success on these bills will require hard work, determination, and most of all time—something Kahele doesn't have...yet. The governor appointed the Hawaiian first officer to fulfill the second year of his father's four-year term. However, as an appointed Hawaii state senator, he must run for the post and get elected this coming fall if he's to hold the position for the full term.

Several of Kahele's family members were pilots, and his mother served as a United Airlines flight attendant. Consequently, he had the opportunity to travel



"I don't think being a state senator will be the last public office I'll pursue."

F/O KAIALI'I KAHELE
(HAWAIIAN)



Public Defender

F/O Kaiali'i Kahele (Hawaiian) prepares for flight as a member of the Hawaii Air National Guard's 154th wing.

frequently as a child, an experience that broadened his horizons. As a high school graduation gift, Kahele's parents gave him six weeks of classes at a nearby flight school and, in time, he earned his pilot's license.

While attending the University of Hawaii at Hilo, he began operating commercial tours, flying tourists up and down the coastline to see the island's volcanoes and waterfalls. Soon after his college graduation, he enlisted in the Hawaii Air National Guard, flying combat missions in Iraq and Afghanistan, where he earned a USAF Air Medal and a National Defense Service Medal. Kahele currently serves as a major in the unit and as an instructor pilot on the C-17 Globemaster. He's also an adjunct member of the faculty at his alma mater.

Kahele has been with Hawaiian Airlines for seven years and currently flies the A330. As a widebody pilot, he's able to bid several long international trips, giving him time to take care of other responsibilities, including those of being a husband and father of three.

"My dad and I were always really close," said Kahele. Recalling his childhood, he remembers going door-to-door with his father to campaign or canvass the local community. For many years, Kahele toyed with the idea of seeking public office but didn't take the matter seriously until this past winter. Always looking forward with a desire to try something new, he added, "I don't think being a state senator will be the last public office I'll pursue." ✉

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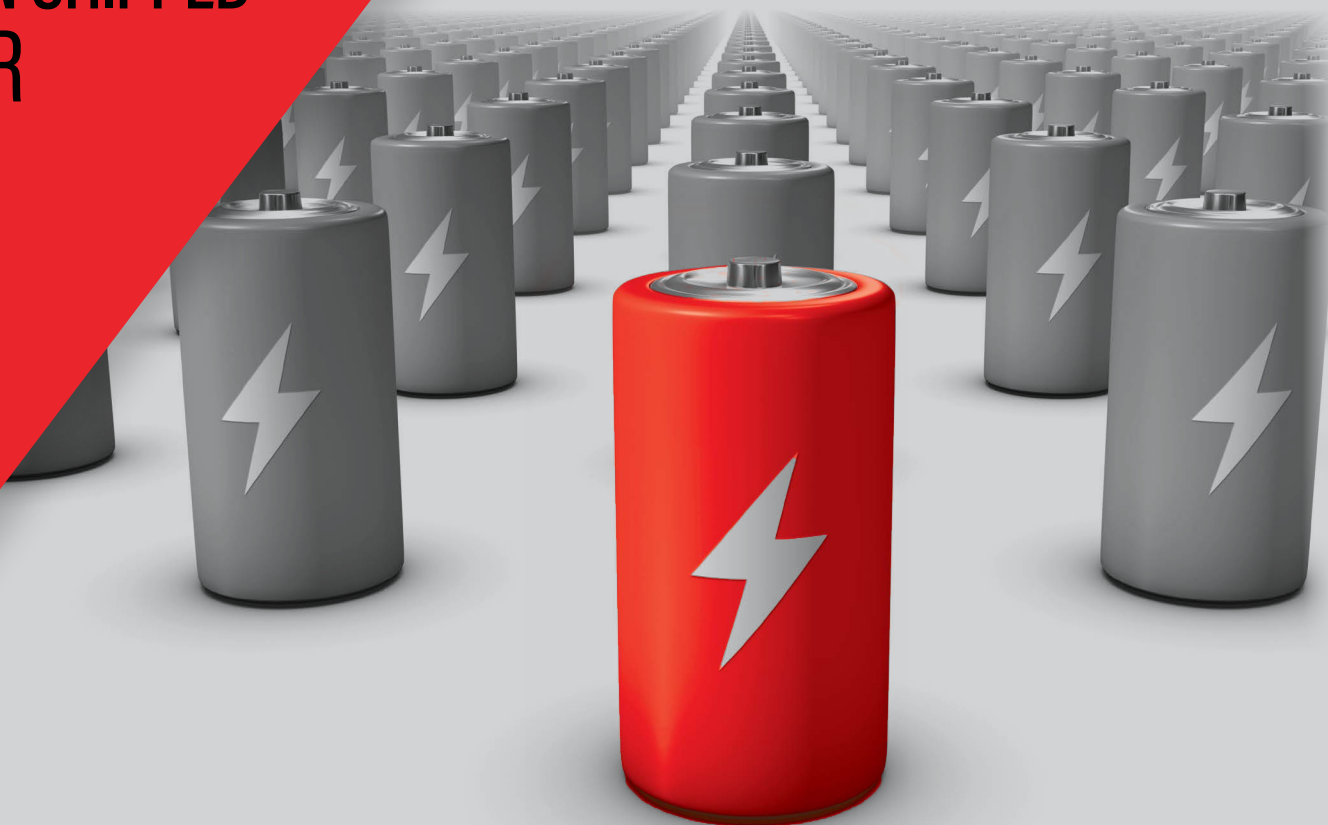
UP IN FLAMES

LITHIUM BATTERIES
POSE THREAT
WHEN SHIPPED
BY AIR



The problem

Lithium batteries help power most of the consumer electronics we use on a daily basis. However, as useful as they can be in our daily lives, lithium batteries pose a **serious risk** when shipped by air because they can self-ignite for a variety of reasons, including damage, manufacturing defects, or when exposed to a heat source. In addition, common aircraft fire-suppression systems are incapable of extinguishing fires caused by these batteries, and it's still possible to have significant numbers of these batteries on an all-cargo aircraft **without** the pilots' knowledge.





The culprits

There are two types of lithium batteries—metal and ion.



Lithium-metal batteries are usually nonrechargeable and power items such as **cameras**, watches, and smoke detectors.



Generally rechargeable, **lithium-ion batteries** are found in cell phones, MP3 players, and **laptop computers**.



Both of these batteries can burn at very high temperatures and don't respond well to suppression measures. They can also explode and emit poisonous gasses.

Current rules

In the recent past, **lithium batteries** have been implicated in at least three airline accidents that involved **fires**. Recognizing the risk, many passenger airlines in the United States have voluntarily banned shipments of **lithium-ion batteries**. Despite the fact that these batteries pose the same risk regardless of the type of aircraft that transports them, **lithium-metal batteries** are permitted to be shipped in **unrestricted** quantities on all-cargo airliners.



New ICAO standards

After much deliberation and with ALPA's input, on April 1 the international community agreed to improve lithium battery safety, and new International Civil Aviation Organization (ICAO) standards went into effect.



Passenger aircraft: Until adequate safety regulations are in place, ICAO has called for a **temporary ban** on the shipment of lithium-ion batteries on passenger airliners.



Cargo aircraft: ICAO has called for banning shipments of lithium batteries with more than a 30 percent charge and **requiring** shipments of excepted batteries to be shipped individually. Previously, a loophole allowed individual packages to be consolidated into a large shipment without being fully declared as **dangerous goods**.



ALPA Wants

ALPA fully supports the new ICAO regulations and is calling on the U.S. Department of Transportation to, at a minimum, implement these standards for all U.S. carriers within 90 days of enacting legislation.

While the new ICAO standards are a move in the right direction, more work needs to be done to ensure the safety of all aircraft. ALPA continues to help drive new international policy that would make it safe to transport lithium batteries by air by advocating for



pilot notification of all lithium battery shipments aboard an aircraft,



measures that protect packages from the threat of an **external fire**,



packaging standards that ensure that if a fire within the package occurs, no hazardous effects are seen outside the package,



extending the prohibition of lithium-metal and lithium-ion batteries to cargo aircraft until packaging standards are in place, and



the full regulation of these batteries as **dangerous goods**.



ALPA Resources & Contact Numbers

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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



↑ Capt. Rick Dominguez (Delta)
Executive Administrator

↑ Capt. Paul Ryder (ExpressJet)
National Resource Coordinator

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 (Jet-Blue)
CommutAir, Endeavor Air, Hawaiian, JetBlue, Piedmont, Spirit

↑ Capt. Chris Suhs (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 Aviation)
Air Transat, Bearskin, Calm Air, Canadian North, First Air, Jazz Aviation, Wasaya

ALPA Sudoku (© websudoku.com)

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.

Prefer other puzzle types? Tell us what you think. E-mail Magazine@alpa.org.

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

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JetBlue-JBU MEC
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2016 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is May 10, June 10, July 11, August 10, September 9, October 11, November 10, and December 9.

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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