

September 2015

AIR LINE PILOT

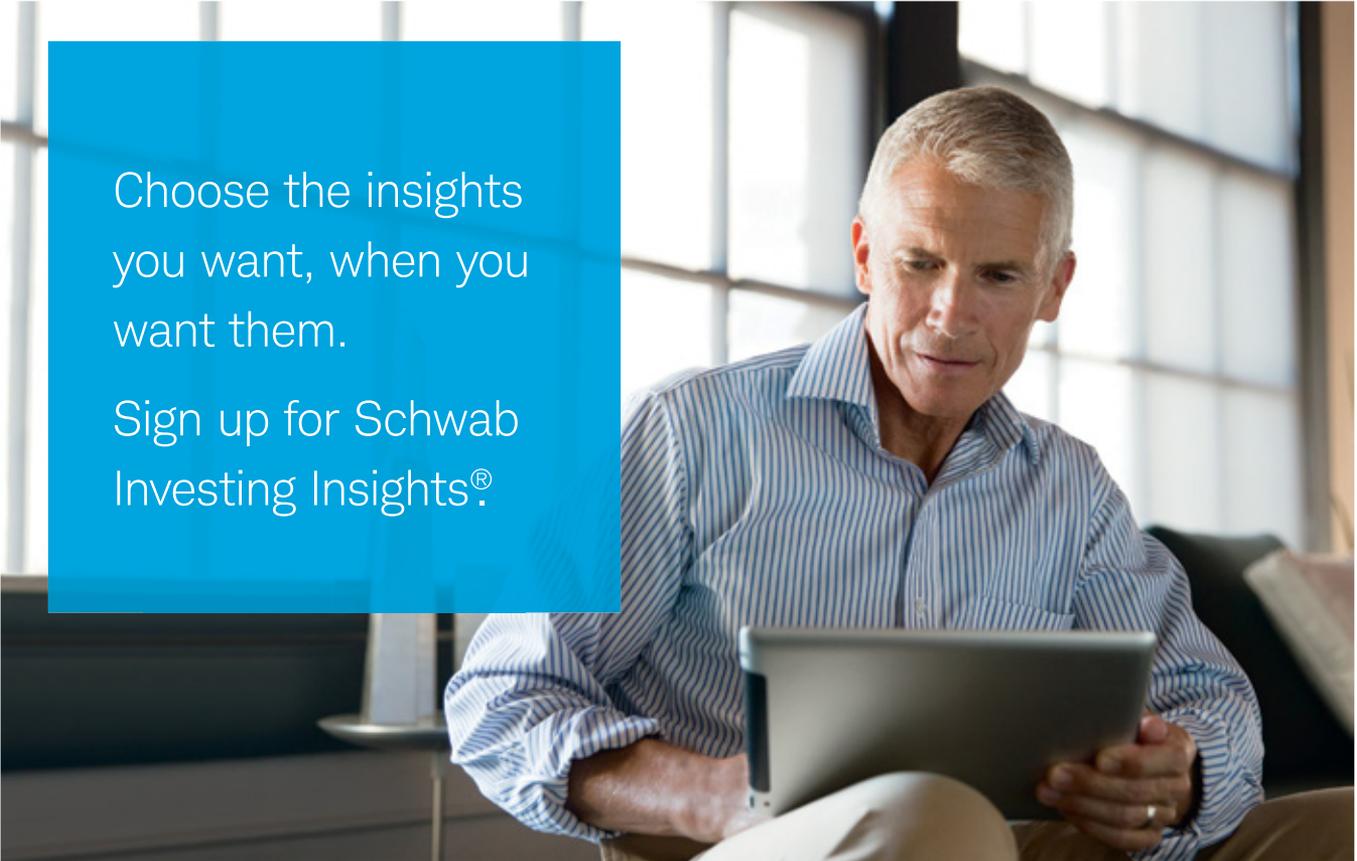
Official Journal of the
Air Line Pilots Association,
International 

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NEVER FORGET.

Ensuring the Safety &
Security of Our Skies Page 20



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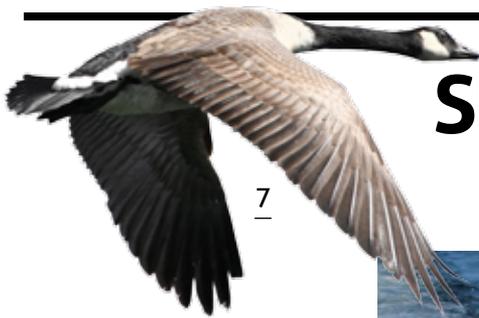
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ABOUT THE COVER

In 2006, the Air Line Pilots Association, International began constructing the 9/11 Memorial Garden in front of its Herndon, Va., offices, to never forget the flight crews and passengers who lost their lives on Sept. 11, 2001. Two blocks of sandstone split from one 7½ feet wide, 9 feet tall, and 3 feet deep stone taken from a quarry in Pennsylvania make up the centerpiece of the memorial, which was dedicated on Sept. 11, 2006. Photo by William A. Ford.

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



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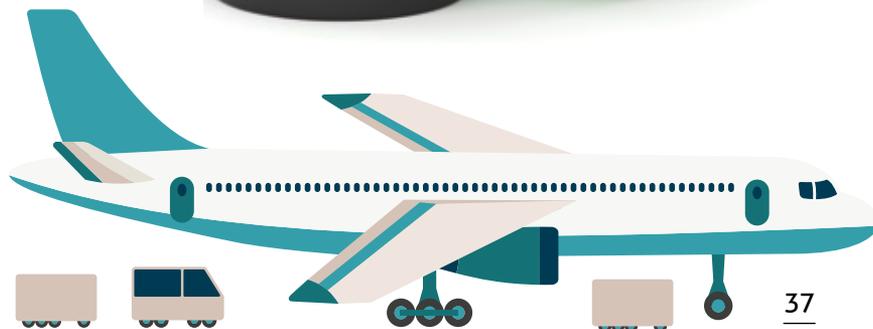
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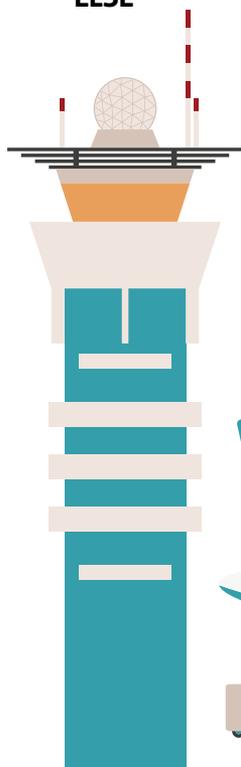
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Beyond the Page

Look for these icons throughout the magazine to get access to even more information, including additional content, videos, and audio clips—or to get feedback on a question.



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TakingOff



Staying Ahead of the Curve

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

As part of ALPA's mission to ensure that our industry remains the safest in the world, we are constantly working to stay ahead of new technologies that have the ability to improve safety. In recent years, we have been involved in the implementation of new technologies that allow our pilots to access critical data faster, have a greater awareness of their surroundings, fly more efficiently (with decreased levels of carbon emissions), and stay connected in new ways at FL370. At the same time, however, technology poses new challenges that ALPA and its members must also confront.

Less than 15 years ago, Apple released its first iPod to the public. Cameras built into phones wouldn't come until the next year, and the first iPhone, which seems archaic by today's standards, was released only eight years ago. And not that long ago, many believed that unmanned aircraft systems (UAS) were an imaginative and futuristic subplot in Hollywood movies.

Fast-forward to today. Technology has allowed us to combine all of the amazing inventions of yesterday into a single device—be it our tablets, phones, or even watches. While technology brings with it convenience, it also creates the potential for a dangerous environment—specifically for airline pilots. ALPA's engagement on lithium batteries continues to mount, as you'll read about

the dangers of bulk shipments of the batteries that power our new technologies (see page 22). You'll also read about ALPA's ongoing effort to prevent catastrophic events from happening and what you can do to help the cause (see page 23). Regarding UAS, we continue to be a leading advocate for the safe integration of remotely piloted aircraft into our U.S. national air space system. Safety, above all else, should never be compromised.

For more than 84 years, we've been the watchdog of aviation safety and security in the skies and on the ground. And our mission for safety extends to safeguarding our members' jobs. There is no greater threat to ALPA members than the growth of subsidized Persian Gulf airlines. ALPA continues its leadership role in advocating for fair competition in the global marketplace. Our ongoing, unyielding call for the U.S. government to open consultations and bring the governments of Qatar and the United Arab Emirates into compliance with U.S. Open Skies agreements has not wavered. It's just one of many issues that ALPA's pilot representatives, national officers, and staff tackle on a daily basis to ensure the longevity of the airline piloting profession in North America.

To learn more, visit www.alpa.org/advocacy to see ALPA's current Calls to Action, which include lithium batteries, pilot pay, secondary cockpit barriers, and health-care excise tax. Thanks in advance for your participation. ✉

"For more than 84 years, we've been the watchdog of aviation safety and security in the skies and on the ground."



The Air Line Pilots Association, International is one that adapts as our industry and world continue to change.

Making Changes to Better Represent You

By Capt. Bill Couette, ALPA Vice President-Administration/Secretary

The Air Line Pilots Association, International is one that adapts as our industry and world continue to change. Technology plays an important role in our aircraft and in our lives. Smartphones and other devices have become part of our everyday experience. In fact, reports say that in 2015 more than 204 million people in the U.S. and Canada are smartphone users.

As such, ALPA has developed electronic membership cards that will be available for Android and iPhone devices through the existing ALPA app. (You can download the app at www.alpa.org/resources/alpa-apps.) You'll now have your ALPA member number at your fingertips to access real-time information directly from the union's membership database.

As your vice president-administration/secretary, one of my responsibilities is overseeing ALPA's Membership Committee, which works to address the needs of the Association's members.

The Membership Committee brought forth a resolution to the Executive Board to replace the printed ALPA membership card with an electronic one. The board approved the resolution in May, and the IT Department has worked with the committee to ensure the timely release of this convenient and cost-efficient product. An electronic card eliminates printing and mailing costs as well

as the need for additional mailings when you move within classifications, when your airline of employment changes, or when a company name changes due to a merger or business decision.

If you do need a copy of your card to demonstrate proof of membership, the app makes printing one easy. If you prefer a physical card, you can contact ALPA's Membership Administration Department and ask that a card be mailed to you. Keep in mind that these physical cards will continue to include expiration dates, so you'll need to contact ALPA each time you need a replacement.

The current physical membership cards expire on Dec. 31, 2015. Membership Administration will begin issuing new cards (which will expire on Dec. 31, 2019) as early as October 1 so that those ALPA pilots who prefer a physical card will receive one before the year ends.

Finally, your membership card provides you with the information you need to vote. So if it's time to elect your local council officers, take a moment to read more about the voting process in Section 90 of the Association's *Administrative Manual*, available on the members-only site of www.alpa.org. Make an effort to get involved in the nomination and election process—which ALPA has made a little simpler by making your personal membership information easier to access. By making your voice heard, ALPA will continue to be an organization that truly speaks for its members. 

BALLOT SEASON OPENS

For the one-third of ALPA local councils with terms ending on Feb. 29, 2016, ballot season is under way. Three years ago, the overall turnout for nominations was 9.51 percent, and voter turnout was 31.93 percent. I'm challenging the voting members of each council to increase their participation in all phases of nominations and elections. Members of each council who are part of this election cycle will receive an e-mail from me with more information about the elections

in their council.

All voting members of a council where elections are required will be mailed a nomination ballot no later than September 10. Nomination ballots should be returned to the council chairman before the scheduled date of the local council meeting so that they can be counted.

After nominations are completed, an online election for representatives will be scheduled. For any council with two or more representatives, members will

receive notification of an additional ballot to elect local council officers.

The local council representatives who are elected this fall will become members of their pilot group's master executive council (MEC). As members of the MEC, they represent their local council members at MEC meetings. The elected representatives are also members of ALPA's Board of Directors (BOD), which will convene in October 2016 in Washington, D.C., at its biennial meeting. The BOD is ALPA's highest governing body.

The Association's representation structure and democratic process allow each member to have his or her voice heard. Let your voice be heard through your participation in the process of nominating and electing your local council representatives and officers.

If you would like to campaign for office, please get the word out to the voters in your council. To learn more about candidates' rights and how you can distribute your message, visit www.alpa.org/campaignmailings.

Preflight

Airline Industry News

> DOMESTIC NEWS

✈ In the July 20 edition of the *U.S. Federal Register*, the FAA requested comments on bird strike requirements for transport-category airplanes. The agency is asking airlines, manufacturers, and the public whether new protections are needed to help airplanes withstand collisions with birds. The FAA noted that populations of pelicans, Canada geese, and other species are on the rise, raising the likelihood of dangerous bird strikes. The comment period ends November 17.

Goose photo: iStock.com



✈ FedEx Corporation has placed a firm order for 50 B-767-300F freighters with options for 50 additional B-767s, reported *USA Today*. The order is estimated to be worth \$4.2 billion. The B-767s are expected to be delivered to the Memphis-based company beginning in 2017 and running through

2023. The deal is reported to be Boeing's largest-ever order for B-767s.

✈ Per *USA Today*, Alaska Airlines is conducting a test program in which it's allowing 200 frequent fliers at Mineta San Jose International Airport to check in for their flights using a fingerprint scanner instead of a boarding pass and government-issued ID. An Alaska Airlines rep commented, "On a scale of 'dissatisfied' to 'delighted,' more than 85 percent of the participants were delighted with the system."

✈ *USA Today* reported that New York's LaGuardia

Airport will be getting a \$4 billion renovation from the ground up. Groundbreaking is expected to begin in early 2016. When construction is complete, buildings will be relocated closer to a main highway to make more room for taxiways, travelers will get to their gates by crossing new pedestrian bridges, and the airport will connect to the rest of the city via rail and ferry.

✈ According to the Associated Press, in July United announced a \$30 million stake in Fulcrum Bioenergy, the biggest investment yet by a U.S. airline in alternative fuels. And FedEx Express and Southwest have agreed to purchase Red Rock Biofuels'



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entire jet fuel output for the next eight years.

> INTERNATIONAL NEWS

✈ *Reuters* reported that **Malaysian Transport Minister Liow Tiong Lai said on August 6 that the paint color and maintenance records prove that a piece of wing found on Reunion Island in the Indian Ocean is part of the wreckage of Malaysia Airlines Flight 370**, which vanished last year. Malaysia has asked the governments of neighboring Mauritius and Madagascar to help widen the search area for the missing airplane.

✈ *Bloomberg News* reported that **legislation proposed in the European Union would require that by 2019 airliner black boxes last for 90 days, three times longer than the current requirement of 30 days**. Additionally, the legislation mandates that by 2021 airlines track flights over the oceans.

✈ *Per The New York Times*, **the European Commission is reviewing FedEx's proposed acquisition of TNT Express over concerns that UPS and DHL "would not provide sufficient competition to the combined company**, which could lead to higher delivery prices for businesses and consumers." The commission's investigation into the \$4.9 billion deal could last until December.

✈ According to *Travel-Pulse.com*, **International Air Transport Association**

Director General and CEO Tony Tyler acknowledged that India is poised to become the world's **third-largest aviation market by 2029**, when 280 million people are expected to fly to, from, and within the country.

✈ **Several Greek domestic and international flights were canceled on August 5 as air traffic controllers went on a four-hour strike**, reported *Reuters*. At Athens International Airport, Greece's largest, 22 flights were cancelled and 173 rescheduled due to the work stoppage. The controllers say they want the Greek civil aviation authority to be restructured and an inde-

pendent agency established in line with European Union regulations.

Front Lines

➤ ALPA Testifies Before Congress on FAMS

On July 16, Capt. Tim Canoll, ALPA's president, testified before the U.S. House Subcommittee on Transportation Security, underscoring the union's support of the Federal Air Marshal Service (FAMS) as a key element in a multilayered, risk-based approach to aviation security that also includes advancing the Federal Flight Deck Officer (FFDO) program and secondary cockpit barriers on

passenger airliners.

"Throughout the FAMS history, ALPA members have been deeply impressed by the professionalism of the individual air marshals and the dedication of the program's leaders," said Canoll to members of the U.S. House Committee on Homeland Security's Subcommittee on Transportation Security at the hearing titled "Examining the Federal Air Marshal Service and Its Readiness to Meet the Evolving Threat."

For decades, ALPA pilots have had a strong relationship with the FAMS. ALPA leaders meet on a regular basis with the FAMS to ensure that pilots have the most current and accurate understanding of air marshals' roles, responsibilities, training, and methods.

Canoll noted that the Federal Flight Deck Officer program also serves as another critical layer of protection and contributes to a risk-based approach to security. "We believe that the funding level agreed to by Congress is adequate now for the Transportation Security Administration [TSA] to continue to train new FFDOs while providing the management and oversight required," Canoll explained. "The FFDO program is a successful, efficient, and effective program and should expand as necessary to meet our risk-based security objectives."

In the wake of the terrorist attacks of 9/11, ALPA conceived of and advocated for the FFDO program, which became reality when Congress passed the Arming Pilots Against Terrorism Act in 2002.

never 9.11.01 forget

American 11 • United 93 • American 77 • United 93
Air Line Pilots Association, Inc.



➤ ALPA to Host 9/11 Remembrance Ceremony

On September 11, ALPA will hold a remembrance ceremony at its Herndon, Va., offices to pay tribute to the crewmembers of American Flight 11, American Flight 77, United Flight 93, and United Flight 175. All are welcome and encouraged to attend.

"Nearly 14 years ago on Sept. 11, 2001, terrorists attacked our homeland, leaving an indelible mark on our lives, our profession, and our industry. On that day and every day since, we have stood unified and resolute in our commitment to remember what happened and to honor the brave men and women who gave the ultimate sacrifice," says Capt. Tim Canoll, ALPA's president.

Please wear your uniform and join ALPA's national officers and staff for the ceremony beginning at 8:30 a.m.

If you're unable to attend in person, please take some time that day to remember the crewmembers and passengers aboard those airplanes, as well as all those who lost their lives or were otherwise affected by the tragedy.

For more information and directions, please send an e-mail to 9-11Remembrance@alpa.org.

FFDOs are airline pilots who voluntarily undergo thorough screening and training by the TSA. Once qualified, these individuals are then deputized before assuming responsibility for protecting the cockpit.

Canoll also highlighted to the subcommittee ALPA's long-held position that installing secondary cockpit barriers on passenger airliners would create a common-sense additional layer of security by protecting the cockpit when the hardened door must be opened.

"Installing secondary cockpit barriers on passenger airliners would be an important security enhancement for many reasons, not the least of which is that FAMs and FFDOs would benefit from this additional layer of security as part of a multi-layered proactive strategy," said Canoll, who emphasized that ALPA is "committed to advancing aviation security to protect our passengers, our cargo, and our flight crews."

➤ **Pilots, Flight Attendants: Protect U.S. Airline Jobs**

At a press conference held July 28 by the Partnership for Open & Fair Skies at Chicago O'Hare International Airport, representatives from ALPA, the Association of Flight Attendants-CWA (AFA-CWA), the Allied Pilots Association (APA), the Southwest Airlines Pilots Association (SWAPA), and the Association of Professional Flight Attendants (APFA) called on the Obama administration to level the playing field for U.S. airlines and American workers. The



Capt. Eric Popper (United) talks to reporters during a press conference while flight attendants and pilots from United, American, and Southwest look on.

pilots and flight attendants urged President Obama to seek consultations with the United Arab Emirates and Qatar to address the flow of subsidized capacity to the United States and to seek a freeze on new passenger service during the consultations.

"I am standing here with pilots and flight attendants from the unions representing hundreds of thousands of American workers across the country to speak about the situation with the Persian Gulf carriers and the effect it has on American workers and service to communities across the country," said Capt. Eric Popper (United), chairman of United Council 12. "The United States has Open Skies agreements with 117 countries that have provided great benefits to U.S. travelers, airlines, and the economy. However, Qatar and the United Arab Emirates are violating the spirit of these Open Skies agreements and the foundation of fair competition on which they're built."

Popper was joined by Capt. Dennis Tajer of the APA, Capt. Kyle Moore of SWAPA, Debbie Golombek of the AFA-CWA, and Jena Olsen of the APFA.

Emirates, Etihad Airways, and Qatar Airways have received at least \$42 billion in government subsidies and other benefits in the form of interest-free loans, shareholder advances, government assumption of fuel-hedging losses, and subsidized airport charges, all of which violate Open Skies agreements.

➤ **ALPA Congratulates New President of Mexican Pilots Union**

On August 4, members of ALPA and ALPA's Canada Board attended the inauguration of Capt. Mario Gonzalez Aguilera, the incoming Asociación Sindical de Pilotos Aviadores (ASPA) president.

ASPA represents the pilots

of Aeromexico, Aeromexico Connect, Aeromar, and Click. ALPA, ALPA's Canada Board, and ASPA have signed a trilateral agreement to work cooperatively to address issues that affect airline pilots and the airline industry in North America.

"For years, the members of ALPA, ALPA's Canada Board, and ASPA have worked collaboratively to advance the airline piloting profession and enhance the safety and security of air transportation across North America," said Capt. Rick Dominguez (Delta), ALPA's executive administrator, who represented ALPA pilots at the event. "We recognize our unions' strong history of working together and look forward to cooperating in the future to advance our careers and the North American airline industry."

➤ **Air Wisconsin Pilots, Management Reach Tentative Agreement**

After nearly five years of negotiations, Air Wisconsin pilots reached a tentative contract with management on August 4.

The two-year proposal in-



Capt. Rick Dominguez (Delta), ALPA's executive administrator, left, addresses the Asociación Sindical de Pilotos Aviadores in Mexico.

cludes pay raises in each year of the agreement, as well as quality-of-life improvements for the pilot group. The pilots' Master Executive Council (MEC) is reviewing the final contract terms before sending the agreement to the entire pilot group for member ratification.

"After five years of arduous negotiations, we are gratified to present this tentative agreement to the Air Wisconsin pilots," said Capt. Chris Suhs, the pilots' MEC chairman. "Our challenge since we began this bargaining cycle has been to defend and advance our industry-leading contract while our segment of the industry has been buffeted by bankruptcies and whipsawing. We were able to successfully fight off concessionary demands from the company, and we are excited to present a tentative agreement that adds value to our contract and our careers."

The negotiators and union leaders will launch an informational campaign, including road shows, to explain the tentative agreement to pilots

as soon as the final language is drafted.

"Our pilot negotiators completed an impressive bargaining effort. I am very proud of their skill, determination, and patience in meticulously working through all 31 contract sections to substantially improve our pilots' work lives and advance our profession's standards," Suhs said.

➤ Mesa Pilots Reach Tentative Deal with Management

On July 23, Mesa pilots and management reached a tentative agreement that contains improvements in nearly all sections of the pilots' contract.

"This agreement is the culmination of four years of very challenging negotiations," said Capt. Brian Richardson, the pilots' Master Executive Council chairman. "Our pilots are a major factor in Mesa's reputation of excellent operational performance. Working with the company, our negotiators were able to secure advances in virtually all areas of our contract."

Since emerging



FedEx Express pilots and their families meet for lunch at the Memphis Zoo's Great Lodge.

from Chapter 11 bankruptcy in March 2011 with only 45 airplanes and fewer than 500 pilots, Mesa has more than doubled in size. The company's rapid expansion has allowed it to largely avoid the pilot recruitment challenges faced by many of its competitors, as the additional new airplanes enabled first officers to quickly advance to higher-paying captain positions.

"We had clear direction from our pilots," noted Capt. Scott Ewing, the pilot group's Negotiating Committee chairman. "They wanted a contract that recognized their contributions to Mesa's success while allowing Mesa to continue to grow and expand. Although it was far from easy, I believe we accomplished that."

The pilot group's elected representatives will review the tentative agreement in detail at a meeting in mid-August, as this issue goes to press. If approved, the agreement would then go to the entire Mesa pilot group for ratification.

➤ FedEx Express Pilots Reach Tentative Agreement

On August 19, FedEx Express pilots reached a tentative agreement with management on an amended collective bargaining agreement. The parties had been actively negotiating since 2011. Discussions started in 2011 under

a special interim discussions agreement that had originally been made by both parties to help narrow the field of open items and conclude formal bargaining in a timely manner. Formal bargaining began in January 2013 when Section 6 openers were exchanged with management. On Oct. 31, 2014, management filed for mediation with the National Mediation Board (NMB) and negotiations have since been conducted under NMB guidance.

The pilots' Master Executive Council (MEC) leaders are reviewing the tentative agreement. If approved, they will send it to the more than 4,000 FedEx Express pilots for ratification. If ratified, the contract would become amendable in 2021.

"We have been engaged in negotiations for quite some time, with a strong commitment from our negotiators, professional staff, subject-matter experts, and our elected representatives. We also recognize the support provided by the National Mediation Board," said Capt. Chuck Dyer, the pilots' MEC chairman. "The process has not always been easy, but our pilots and their families remained steadfast in their support of our Negotiating Committee. The MEC has a rigorous process when it comes to evaluating these types of agreements, and we

Make Your Voice Heard

➤ Repeal the Health-Care Tax

An onerous excise tax on employer-provided health-care plans will take effect on Jan. 1, 2018, if the health-care tax is not repealed. Join ALPA's Call to Action to pass H.R. 2050, the bipartisan Middle Class Health Benefits Tax Repeal Act, which will change the existing law. Go to www.alpa.org/issues and urge your federal legislators to support H.R. 2050.

CALL TO ACTION

➤ FedEx Express Pilots Reach Tentative Agreement

On August 19, FedEx Express pilots reached a tentative agreement with management on an amended collective bargaining agreement. The parties had been actively negotiating since 2011. Discussions started in 2011 under

Safety has no liveries,
uniforms or manufacturers...



We are all in this **together.**



look forward to fully vetting this tentative agreement.”

Shortly before the agreement was reached, the pilots and their families had a day of fun and unity building on August 2 at the Memphis Zoo. With more than 600 pilots and family members in attendance, they demonstrated their resolve to see negotiations through to a successful conclusion.

➤ Sun Country Pilots Seek Contract or Release From Mediation

After more than five years at the bargaining table, Sun Country pilots have asked the federal government to declare an impasse and release them from government-supervised talks if they can't reach a tentative agreement with management after one more round of mediation.

ALPA sent a letter in late July to the National Mediation Board (NMB) in Washington, D.C., requesting that the board schedule a final mediation session as soon as possible. If that session doesn't end with a tentative agreement, the pilots ask that the board end mediation and make a proffer of arbitration, which could start the clock for a 30-day cooling-off period and a future strike, if one becomes necessary.

“We truly hope that the company will change its position during our next mediation session without imposing a cooling-off period and a strike deadline,” said Capt. Brian Roseen, the pilots' Master Executive Council (MEC) chairman. “We have always wanted a consensual

agreement that recognizes our contributions to the success of the airline. We're returning to mediation with a willingness to do our part to avoid a work stoppage, but we've been negotiating for five years.”

Despite the pilots' efforts to compromise, both parties remain far apart on economic issues, especially pay rates. Sun Country pilots are the lowest-paid B-737 pilots of any scheduled-service U.S. airline. Their goal is a contract that would move them closer to the midrange of their peers.

In the letter to the NMB, Capt. Tim Canoll, ALPA's president, noted that Sun Country pilots continue to work under a 2005 contract. While pilot compensation and benefits at other airlines continue to improve, pay rates at Sun Country have remained stagnant during the more than 10 years since its last pilot contract was signed.

“Sun Country pilots continue to fall further and further behind while waiting for a new contract to be completed,” Canoll wrote. “If a comprehensive agreement can't be reached at the next mediation session, ALPA

doesn't believe that further mediation will lead to an agreement and instead believes that further bargaining in the absence of a deadline will be futile.”

Management and the pilots began contract talks in April 2010 and entered federal mediation in May 2012. If the NMB releases the parties from mediation and either side rejects the offer of binding arbitration, the parties will enter a 30-day cooling-off period, after which time the pilots can legally strike.

➤ Compass Pilots Challenge New-Hire Bonus Plan

Compass Airlines is the latest fee-for-departure carrier to attempt to entice new hires, but the pilots' Master Executive Council (MEC) is working to ensure that all of its pilots get their fair share of any potential pay increases.

In mid-July, Compass announced it plans to offer \$10,000 bonuses to new-hire pilots. The MEC protested, contending that the unilateral action violates the Railway Labor Act and the pilots' contract because the company has not negotiated the terms

of the bonuses.

“We agree that Compass needs to do a better job of encouraging pilots to join our airline, but management is obligated to bargain with its pilots over this critical term of employment. It can't reward one group and ignore the others,” said Capt. Andrew Morris, the pilots' MEC chairman. The Minneapolis-based airline has had difficulty finding enough pilots to keep up with attrition as it expands the fleet of ERJ170s and ERJ175s it flies for Delta and American.

➤ Trans States MEC Meets, Conducts Strategic Planning

The Trans States Master Executive Council (MEC) conducted its regular meeting in late July at ALPA headquarters in Herndon, Va., where members also participated in strategic planning with staff from ALPA's Communications and Representation Departments. The MEC also received an overview of ALPA's vast resources from Andrew Shostack, an assistant director of the Representation Department, and Doug Baj, a manager in the Communications Department.

➤ Hawaiian Expands Nonunion Turboprop Operation

Hawaiian Airlines is expanding its nonunion turboprop operation to include a new interisland freight business. Hawaiian recently announced that its Ohana feeder airline, operated by Utah-based Empire Airlines, will begin dedicated cargo service in 2016



The Trans States Master Executive Council meets in Herndon, Va.

between Oahu, Maui, and the “Big Island” of Hawaii using three ATR 72Fs acquired from Canadian carrier First Air. Ohana began flying passengers last year using ATR 42s.

The Hawaiian pilots’ Master Executive Council (MEC) and their Negotiating and Scope/Code Share Review Committees have been monitoring the situation and will continue to evaluate the interisland feeder operation. The pilots have indicated that scope is a major issue in their ongoing contract negotiations. In accordance with restrictions set forth in the pilots’ working agreement, Ohana primarily serves Hawaii’s “special operations” airports, which cannot accommodate the airline’s B-717 interisland airplanes.

“Our pilot working agreement places very specific restrictions on the Ohana operation. We will continue to monitor the situation to ensure that Hawaiian Airlines and Hawaiian Holdings comply with our current pilot agreement,” said Capt. Hoon Lee, the pilots’ MEC chairman.

➤ **Calm Air Pilots’ Family Fun Day**

The Calm Air pilots and their families didn’t let a little threatening summer weather keep them from enjoying a day of baseball and barbecue as the Winnipeg Goldeyes beat the Gary SouthShore RailCats 10–0 in Winnipeg, Man., on June 26. The sun came out as the pilots’ Master Executive Council (MEC) annual ALPA Family Day kicked off with a barbecue dinner for the pilots and their families.



Calm Air pilots and their families enjoy a day of family fun and unity building at the ballpark.

MEC souvenirs from the day included piggy banks, glow-in-the-dark yo-yos, and cushy foam seat cushions.

All attendees agreed that spending time with coworkers outside of work is a great opportunity to build unity.

➤ **ALPA Awards 2015 Scholarships**

ALPA has announced the recipients of its 2015 ALPA Scholarship Awards.

Madison Hill, daughter of S/O Layne A. Hill (FedEx Express), has been awarded a new four-year scholarship. Madison is enrolled at Brigham Young University.

Kaley Renslow, daughter of deceased Capt. Marvin D. Renslow (Colgan), has also been awarded a new four-year scholarship. Kaley is attending the University of Rochester in Rochester, N.Y.

Tristen Lee, son of deceased F/O Mark H. Wilson (United), has been awarded a one-year special award. Tristen is enrolled at Oklahoma State University.

Scholarships were renewed for the 2015–2016 academic year for Sarah Malerich, daughter of Capt. Kurt Malerich (United, Ret.) and Robert Wojtkun, son of deceased Capt. Joseph Wojtkun (Continental). Sarah is attending Oral Roberts University, and Joseph is enrolled at Embry–Riddle Aeronautical

University–Dayton Beach.

Each year the Association sponsors four \$3,000 scholarships that are available to the children of medically retired, long-term disabled, or deceased ALPA members. ALPA’s vice president–administration/secretary and vice president–finance/treasurer review all applications, select the recipient, and report to the Executive Council on their selection. One scholarship is granted to an enrolling college freshman and is renewable for three additional years, provided the student maintains an adequate grade-point average.

All applications are carefully reviewed with consideration given to financial need and academic performance before a selection is made. At the time new applications are reviewed, the academic records of those currently enrolled college students are also reviewed to determine if they are eligible to have their scholarships renewed.

Applications for the 2016–2017 school year may be obtained from Yvonne Willits, Air Line Pilots Association, 1625 Massachusetts Avenue, N.W., Washington, DC 20036. The application period begins in January, and applications must be received by no later than April 1, 2016. ✉

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of August 19:

Air Transat—A notice to bargain was filed on Dec. 30, 2014. Negotiations continue October 6–8.

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

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Pilots and management reached a tentative agreement on August 4.

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

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

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

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Pilots and management reached a tentative agreement on August 19.

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

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

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Pilots and management reached a tentative agreement on July 23.

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

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

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

New ALPA Reps

At an Air Wisconsin 51 meeting held July 27, F/O Jared Alexa was elected interim first officer representative for the term beginning Aug. 1, 2015, and ending Feb. 29, 2016.

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

- Endeavor Air 157 F/O James Johnson, Chairman (F/O Rep)
- Endeavor Air 157 Capt. Coleman King, Vice Chairman (Capt. Rep)
- Island Air 146 Capt. James Morris, Chairman (Capt. Rep)
- Island Air 146 F/O John Sharkey, Jr., Vice Chairman (F/O Rep)
- Kelowna Flightcraft 212 Capt. Timothy Newbery, Chairman (Capt. Rep)
- Kelowna Flightcraft 212 F/O Stephen Price, Vice Chairman (F/O Rep)
- Kelowna Flightcraft 212 S/O Ryan Rajkumar, Secretary-Treasurer (S/O Rep)
- PSA 69 Capt. William Mathieson, Chairman (Capt. Rep)
- PSA 69 F/O Justin Rogers, Vice Chairman (F/O Rep)

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

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

Canada

ESDC ENFORCES NEW TFWP REQUIREMENTS

In early August, ALPA's Canada Board learned that Employment and Social Development Canada (ESDC) had denied an airline's application to hire foreign pilots for the winter 2015–2016 season under the Temporary Foreign Worker Program (TFWP). In its review of the Canadian labour market impact assessment, the ESDC applied the new requirements that became effective July 1, 2014, determining there are enough qualified Canadian pilots in the job market.

The enforcement of these requirements is a significant victory for ALPA, whose hard work and leadership was instrumental in the positive reforms made to the TFWP.

UPDATE ON BILL C-377

Bill C-377, the Act to Amend the Income Tax Act (Requirements for Labour Organizations), passed in the Senate and received royal assent on June 30. Since it was first introduced in 2012, ALPA has worked vigorously to defeat the bill as it will place unwarranted, onerous financial reporting requirements on labour organizations.

Recently ALPA, in coordination with the Canadian Labour Congress, again wrote to all senators urging them to oppose the bill. In a highly unusual move, the Conservative Senate majority made a motion to limit debate and force closure on the bill—an action that isn't allowed on private members' bills under Senate rules.

Pending legal challenges, the law will take effect in January 2016. Both the New Democratic Party and the Liberal Party have vowed to repeal the law if elected.



Mailbag

Inspiring others

I had the pleasure of reading "Pilot Commentary: Give a Girl a Dream" in the April issue and was very impressed. Thank you for publishing such a great article about flying and inspiring others. I completely agree with the article! My love of flying has also inspired me to reach out to and motivate individuals to help them fulfill their dreams and reach their potential.

My journey has compelled me to write and illustrate a motivational children's book called *The Yaz Tree Recipe: A Navajo Girl's Dream*. While the book reflects my life in many ways, its

purpose is to show, through storytelling, that dreams are worth following. The main character, Yaz Tree, realizes that she has many career options. Some are influenced by her own desires, and some by her family. As she searches for answers to life's big questions, she discovers a recipe for success. Ultimately, Yaz Tree is empowered by her own career choice—flying.

Sometimes dreams seem just a little out of reach, especially for young people. But with support and a little motivation, dreams can come true. Thank you for such a

wonderful and moving article.

Teresa Lynch-Chrapkiewicz (who holds a commercial pilot certificate with multiengine and instrument ratings)



On Investing

To read the latest issue of *On Investing* from Charles Schwab, go to www.schwab.com/oninvesting.

It's an added benefit for members through ALPA's partnership with Charles Schwab & Co., Inc., as the Association's preferred financial services provider.



➤ Capt. W. John Donnelly III Flies West



Capt. W. John Donnelly, fondly known as "Moose," passed away on July 16.

Donnelly's flying career started in the U.S. Air Force. In 1969, he was hired by Western Airlines and then flew for Delta. Donnelly served as Master

Executive Council chairman for both the Western and Delta pilot groups. He also served two consecutive terms as ALPA's vice president—finance/treasurer from 1991 through 1998 before retiring from Delta in 1999.

Donnelly was known for his strong leadership skills, lighthearted sense of humor, and kindness. He worked tirelessly for the Association and his fellow pilots.

In Memoriam

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

2008	Capt. Edward J. Rushton	Flying Tigers	July	Capt. Jack E. Cromer	Northwest	May	Capt. O. Stewart Schroeder	Northwest	June
2010	Capt. D.W. Davis	US Airways	September	Capt. Gerald F. Duncan	Pan American/ United	May	Capt. Francis X. Schuler IV	US Airways	June
2012	Capt. Jim R. Fleming	TWA	July	Capt. Warren M. George	TWA	May	Capt. William L. Schulz	TWA	June
2014	F/O Charles F. Bramble	Overseas National/Braniff	January	F/O Jerry W. Massengale	Braniff	May	Capt. Michael L. Seal	United	June
	F/O Willard B. Brown	Braniff	February	Capt. Gerhard Opel	Transamerica	May	Capt. Ralph M. Shape	Delta	June
	Capt. Patrick V. McCallum	Delta	February	Capt. Scott H. Avison	Jazz Aviation	June	Capt. Dwight R. Sissell	Northwest	June
	F/O David L. Vincent	Ryan	April	F/O Joseph J. Bloyder	Delta	June	Capt. James A. Tharpe, Jr.	Eastern	June
	Capt. Charles H. Jamieson	Braniff	May	Capt. Robert L. Boniol, Jr.	Delta	June	F/O Charles R. Weinreich	TWA	June
	Capt. Billy J. Self	Braniff	May	Capt. Walter G. Brafford	TWA	June	Capt. Theodore C. Wood	United	June
	F/O Richard R. Walker	Braniff	May	Capt. Michael J. Careccia	ExpressJet	June	Capt. John B. Barnes	Delta	July
	S/O John C. Herrin	Braniff	June	Capt. Adrian B. Casey	Eastern	June	Capt. John R. Bean	Northwest	July
	Capt. Leo C. Kramer	Braniff	June	Capt. Jerry A. Church	Delta	June	Capt. W.J. Bird	Delta	July
	Capt. Ray L. Bouas	Braniff	August	Capt. Charles R. Clarke	Seaboard/ Flying Tigers	June	Capt. William H. Chamberlain	TWA	July
	F/O Paul S. Johnson	Air Atlanta/Braniff	August	Capt. William L. Daye	Delta	June	Capt. Royal W. Cherry, Jr.	Northwest	July
	F/O Philip D. Knowles	US Airways	August	Capt. Robert A. De Boer	Cascade	June	Capt. Craig D. Cleveland	Delta	July
	F/O Lore Probst	United	August	F/O Jeffrey P. Dishart	United	June	Capt. William A. Cooper	Delta	July
	Capt. Hall S. Bond	Braniff	October	Capt. John R. "Dobbie" Dobson	Flying Tigers	June	Capt. George E. Cramp	Continental	July
	Capt. Jay T. Leonard	ATA	October	Capt. John R. Duda	United	June	Capt. W. John Donnelly	Delta	July
	Capt. John A. Nyquist	Braniff	October	Capt. Ron Durrance	FedEx Express	June	Capt. Gail Gorski	United	July
	Capt. Lester E. Jolley	American Eagle	November	F/O Thomas J. Easterbrook	Delta	June	Capt. Stephen W. Kovach, Jr.	Delta	July
	Capt. Dean L. Shawl	Pan American	November	Capt. D.L. Ferrand	United	June	Capt. Robert H. Lamothe	United	July
	Capt. John E. Jaques, Jr.	Braniff	December	Capt. Don W. Hodge	United	June	Capt. Steven R. Overbeck	Delta	July
	Capt. Kerry B. Lamberth	Ryan	December	Capt. Wayne T. Hoover	Braniff	June	F/O David H. Regan	United	July
2015	S/O Walter T. Holmes	Airlift	January	S/O Nicholas R. Horrick	FedEx Express	June	Capt. Robert W. Rivenbark	Eastern	July
	Capt. William R. Wallace	Braniff	January	Capt. Charles W. Horton III	Delta	June	Capt. C.R. Smith	Delta	July
	Capt. Stephen J. Tonra, Jr.	TWA	February	Capt. Bernard Leewood	United	June	F/O John F. Taylor	Delta	July
	F/O Brian P. Burns	United	March	Capt. James B. McGregor	United	June	Capt. John R. Theorell	Delta	July
	F/O Fred L. Kirk	United	April	Capt. C.A. Meyer	Delta	June	Capt. W.E. Schubert	Northwest	August
	Capt. George H. Bentley	United	May	S/O Nelson O. Miller	TWA	June			
				F/O R. Al Parry	Northwest	June			
				Capt. Kyle E. Roser	Flying Tigers/ FedEx Express	June			
				Capt. Clifford R. Sanderson	United	June			



Compiled from information provided by ALPA's Membership Administration Department



Pages: 460 (softcover)
Publisher: Outskirts Press, Inc.
Available at: Amazon.com

Sojourners of the Sky

By F/O Clayton Taylor (Delta)

It's been said that revenge is a pill you take in hopes of poisoning someone else. That's one of the main themes of *Sojourners of the Sky*.

Sojourners spans three generations of airmen and the interactions of two pilot families whose fates are inextricably interwoven. Much of the action takes place on two fateful flights: The first involves a Pan Am DC-6 trip from New York's Idlewild to London Heathrow on a winter's night in March 1958 (murder in the lav!); the second, a Northwest B-747-400 long-haul from Detroit to Tokyo Narita in 1992.

Also woven into this multigenerational tale are two kids, 12 and 14 years old, learning to fly a Cessna 150 from their grandparents' farm. A family misunderstanding leads the pair to steal the airplane in an ill-considered attempt to run away from home.

FAVORITE PARTS:

» Departing Keflavik after an unscheduled stop, the DC-6 crew has to shut down three of four engines because the junior engineer forgot to dilute the engine oil with gasoline

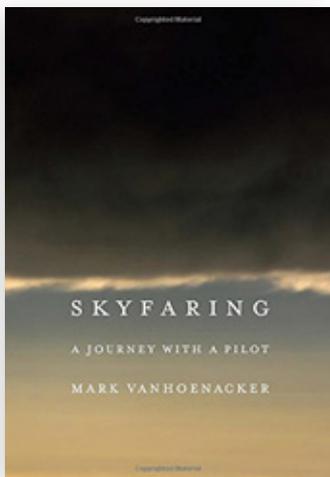
in the bitter cold. The senior flight engineer saves the day with a counterintuitive move based on detailed knowledge of the airplane's systems.

» Similarly, a senior whale captain salvages a sim ride set up by his archenemy. On takeoff from Taipei's Runway Five, the B-747-400 loses Number Four, then suffers a fire in Number Three, while the forward cargo door pops open. The whale driver uses an unorthodox bit of airmanship not published in company manuals to return safely to Taipei.

In addition to the exciting flight scenarios and the overarching moral, Taylor offers observations along the way about his fellow airmen. For example, this paragraph:

"Charles, like many pilots, lived in a near constant state of paranoia. It's one of the reasons they are able to survive their careers. Though it's wise for men of the air to avoid trusting anything or anyone completely, because they will likely get bit, those same fears often hinder their personal lives. Some figure that out and cope accordingly; Charles never did." ✈

—Reviewed by Jan W. Steenblik, Technical Editor



Pages: 368 (hardcover)
Publisher: Knopf
Available at: Amazon.com

Skyfaring

By F/O Mark Vanhoenacker (British Airways)

Whenever I travel with my three-year-old daughter, which is often, we sit in seats over the wing. In these seats, we can feel and discuss the changing shape of the wing and the power of the engines, those parts that are the essence of flight. This is the flying that British Airways F/O Mark Vanhoenacker internalized in his pre-pilot life, the flying that he spills across the pages of *Skyfaring* with a precise and rapturous prose.

Notably, his book opens up the world of flight and the life of an airline pilot with careful details that so frequently are amiss in writings about our profession. Vanhoenacker tackles the complex world of long-haul international flight, describing and defining the hazy in-between spaces of dislocation over broad swathes of the globe. He coins the perfect term,

"place-lag" and goes on to unlock for readers this very strange and unique byproduct of airline flying. He speaks to our life of colleagues with whom intense times are shared on a remarkable flight, at a Christmas dinner on layover, or for a delay stretching into days while something unplanned such as volcanic ash closes the skies. The places and times felt so familiar to me that I had to wonder whether I had ever stood near Vanhoenacker in one of the high building lookouts that he admits to seeking out on layovers.

Expect to pick up *Skyfaring* and let the structure of the book guide you through flight from liftoff to return, with meaningful diversions into chapters on place, wayfinding, machine, air, water, encounters, and night. This is a book that I am giving to my parents, saving for my child, and recommending to everyone I sit next to on the flight deck of my B-767. ✈

—Reviewed by F/O Jenny Winter, Chairwoman, Delta Master Executive Council Investor Relations Committee

SHARING OUR SUCCESS

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

ALASKA AIR ANNOUNCES \$230 MILLION SECOND-QUARTER EARNINGS

On July 23, Alaska Air Group announced \$230 million in quarterly earnings excluding special items, or \$1.76 per diluted share, according to the company that includes Alaska Airlines and Horizon Air.

Besides being the largest profit ever for the airline, the performance represented the 25th consecutive quarter of profitability.

"We are thriving," CEO Brad Tilden told analysts. "Our operation is firing on all cylinders."

The earnings represented a 46 percent increase over April, May, and June a year earlier.

Based on the results, the company gave employees \$58 million in incentive pay and paid a 20-cent-per-share dividend on June 4. The company also bought back 2.5 million shares of common stock for \$160 million during the quarter.

"Our people are delivering on our promise of a safe, reliable, on-time operation," Tilden said.

DELTA AIR LINES ANNOUNCES JUNE QUARTER PROFIT

On July 15, Delta reported financial results for the June 2015 quarter, including

- » Adjusted pre-tax income of \$1.6 billion, an increase of \$202 million year over year on a similar basis.
- » Returned \$1.0 billion to shareholders through dividends and share repurchases.

"Delta's record results have allowed the company to improve the experience for our customers through new

aircraft and innovative partnerships with global carriers and uniquely deliver value for our shareholders by accelerating our capital returns while also paying down debt," said Richard Anderson, Delta's CEO. "We have more work and opportunity ahead of us on all of these fronts as we continue to execute on our long-term plan."

JETBLUE'S REVENUE GROWS ON STRONG DEMAND

JetBlue Airways Corp. bucked the recent industry trend of weak revenue performance with improved sales and fuller airplanes because of "solid demand across our network," the airline's chief executive said.

JetBlue said its second-quarter revenue grew nearly 8 percent to \$1.6 billion from a year prior and its unit revenue increased 1.4 percent.

Overall, JetBlue reported profit of \$152 million—in line with analyst estimates—or 44 cents a share.

JetBlue said it expects to end the year near the high end of its previous guidance of 7 percent to 9 percent capacity growth for 2015. The airline also slightly reduced its guidance for unit costs—how much it spends to fly a seat a mile—which it expects to increase up to 1.5 percent this year.

UNITED ANNOUNCES HIGHEST-EVER QUARTERLY PROFIT

On July 23, United Airlines reported

- » Second-quarter 2015 net income of \$1.3 billion, excluding \$67 million of special items. These results are a record quarterly profit for the company.
- » In the quarter, United prepaid approximately \$800 million of debt, contributed approximately \$620

million to its pension plans, and returned approximately \$250 million to shareholders.

- » United earned an 18.2 percent return on invested capital for the 12 months ended June 30, 2015.

"This quarter's record results reflect the progress we're making on our long-term plan, and I'd like to thank the United team for their great work," said Jeff Smisek, United's chairman, president, and CEO. "We will continue to invest in our customers, assets, and our people, and remain committed to improving our balance sheet, expanding our margins, and improving our return on invested capital."

VIRGIN AMERICA REPORTS SECOND-QUARTER 2015 EARNINGS

On July 30, Virgin America reported its financial results for the second quarter of 2015, including

- » Second quarter 2015 net income of \$64.4 million excluding special items, an increase of \$27.5 million from the second quarter of 2014. Operating income and operating margin excluding special items were \$67.1 million and 16.7 percent, respectively.

The company recorded its highest quarterly net income ever, with net income increasing 75 percent year over year.

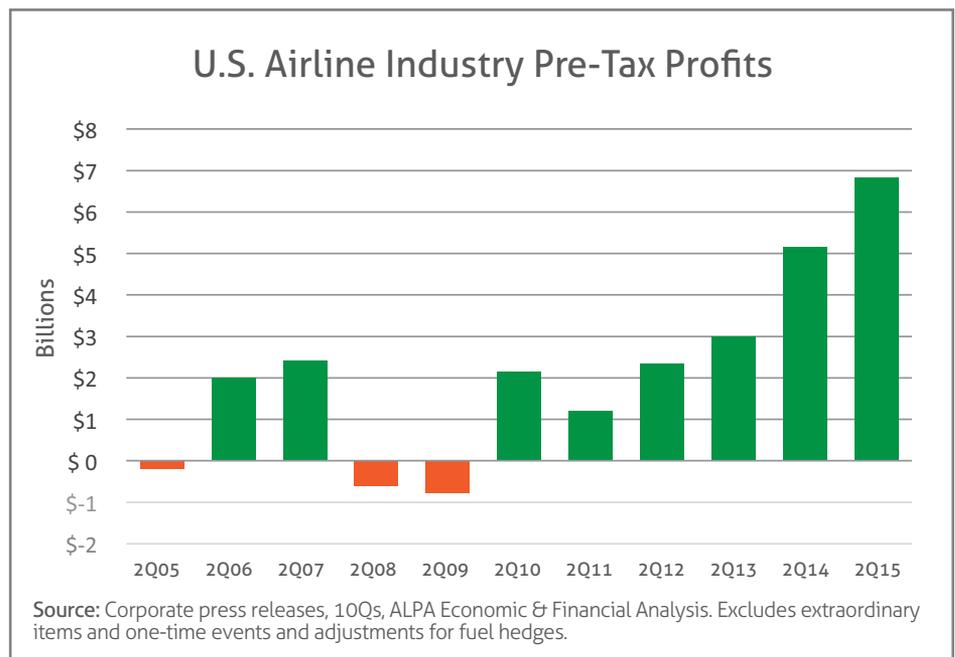
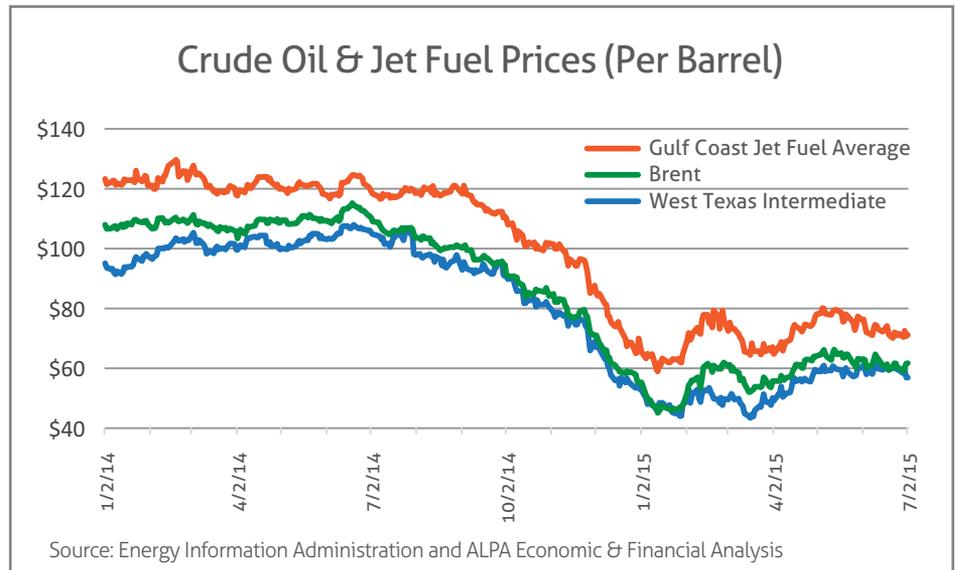
"The progress we have made on financial performance over the past two years is remarkable. Our guests love the outstanding product and service that our teammates provide, and it shows in our financial results," said David Cush, Virgin America's president and CEO.

Fuel Prices Continue to Drop

The cost of crude oil, the source of jet fuel, has fallen dramatically in the past year, and future price information indicates that prices should be relatively low well into 2016. There are various reasons for the current decline in prices: slowing demand from emerging economies, an expected increase in U.S. oil production as the number of oil rigs increases, and more recently the Joint Comprehensive Plan of Action (JCPOA) agreement between Iran and other countries. The agreement, if implemented, would lift sanctions against Iran, allowing it to release more oil into an already oversupplied global system.

Jet fuel prices, typically the largest and most volatile expense for airlines, have fallen significantly in the last 12 months. Since July 2014, the price of a gallon of refined jet fuel has dropped from \$2.81 to \$1.54, a 45 percent decline.

This savings is the primary reason the U.S. airline industry has experienced record profit margins during the second quarter of 2015. Airlines have saved nearly \$4 billion dollars in fuel expenses.



MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	7/31/14	7/31/15	% CHG.
Virgin America	Virgin America, Inc. ¹	NASDAQ: VA	N/A	\$33.34	N/A ▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$10.72	\$22.98	114.4% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$43.75	\$75.75	73.1% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$13.93	\$21.72	55.9% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$10.69	\$16.56	54.9% ▲
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$4.40	\$6.42	45.9% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$7.71	\$10.35	34.2% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$17.21	\$22.40	30.2% ▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$46.39	\$56.39	21.6% ▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$37.46	\$44.21	18.0% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$146.88	\$171.42	16.7% ▲
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$38.86	\$40.01	3.0% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$65.42	\$59.82	-8.6% ▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.55	\$6.86	-19.8% ▼

¹ Virgin America, Inc. began trading on the NASDAQ on Nov. 14, 2014, at \$30. There are no data available for July 31, 2014.

“Throughout the FAMS history, ALPA members have been deeply impressed by the professionalism of the individual air marshals and the dedication of the program’s leaders. Every day, air marshals put their lives at risk to safeguard the passengers and crewmembers on their flights. For that, ALPA and its members are and will always be extremely grateful.”

— Capt. Tim Canoll, ALPA’s president, in his July 16 *Leadership from the Cockpit* blog post

“I’m not going to be nice to anyone who brings up that kind of amendment.”

— Rep. Peter DeFazio (D-Ore.) at ALPA’s 61st Air Safety Forum in response to any attempts to lower the 1,500-hour airline pilot qualification rule

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.

“If drones are going to share our [U.S. national airspace system] with professional pilots, drone operators need to be trained like pilots. That includes having sufficient knowledge of weather effects, airport operations, radio communication, and safety procedures.”

— Ed Wytkind, president of the AFL-CIO’s Transportation Trades Department, in his August 4 *Aviation, MoveAmerica* blog post

“Without a level playing field for U.S. airlines to compete on in the global market, our domestic service is in jeopardy. Hundreds of thousands of flights arrive and depart at the great hubs of the American skyways each year. If the U.S. government does nothing about the [Persian] Gulf states’ Open Skies violations, service from small and mid-size airports to global gateways will be at risk.”

— Sarah Nelson, president of the Association of Flight Attendants–CWA, in an August 3 *Partnership for Open & Fair skies* press release



Keeping America Flying Safely: Cargo Issues

By Capt. Richard Hughey (FedEx Express), Chairman, ALPA President's Committee for Cargo

"Now is the time to advance and achieve one level of safety for Part 121 cargo operations."

With a 20-year look-back at a simple metric of major U.S. accidents involving fatalities and/or hull losses, we can better understand performance in the passenger and cargo sectors of the airline industry. Between 1994 and 2003, U.S. passenger airlines had 13 major accidents, 11 of which resulted in a hull loss. In that same time, U.S. cargo airlines had 11 major accidents, 6 of which resulted in fatalities. After the Commercial Aviation Safety Team (CAST) was established, the next 10-year increment from 2004 to 2013 saw a significant reduction in major accidents involving U.S. passenger operations,

decreasing from 13 to 5—with the last accident, Colgan Air Flight 3407, occurring in 2009. This improvement is an example of excellence in safety performance.

For U.S. cargo airlines during 2004 to 2013, major accidents increased from 6 to 7. But this statistic alone doesn't tell the full story. According to the U.S. Department of Transportation, cargo flights made up only 7 percent of FAR Part 121 departures between 2004 and 2013. Yet the major accident rate for Part 121 cargo airlines is significantly higher than that of passenger airlines. If the respective accident rates were held constant for the same 10-year period and passenger airlines flew 7

percent of the departures and cargo airlines flew 93 percent, passenger airlines would have 1 accident every 30 years while cargo airlines would have 12 major accidents every year. This is quite a disparity within Part 121 operations.

Cargo airlines fly the same aircraft, in the same operating environment, and in the same weather. Yet disparities exist in the regulations that cover passenger and all-cargo operations. This is why ALPA is fighting for one level of safety.

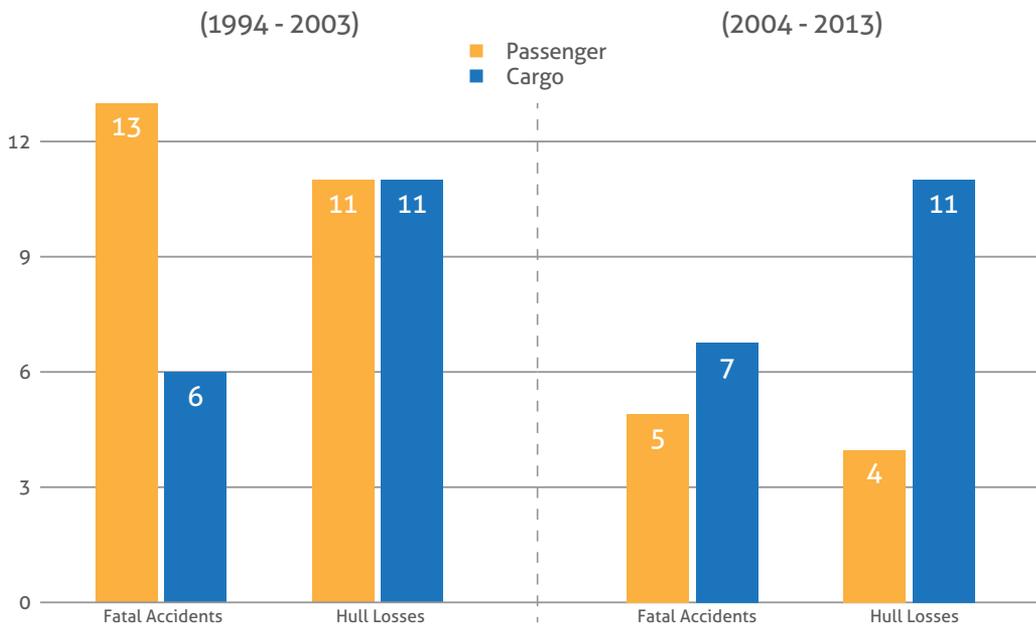
What follows are some of the hot-topic issues facing pilots who fly in cargo operations.

LITHIUM BATTERIES AND FIRE SUPPRESSION

Lithium batteries, if not packaged, handled, and transported safely, present both chemical and electrical hazards that can lead to an uncontrollable fire due to thermal runaway (see "A Package Deal: Rules to Safely Fly Lithium Battery Shipments," page 22). Lithium batteries contributed to the accidents involving both UPS Flight 1307 in Philadelphia, Pa., and UPS Flight 6 in Dubai in the United Arab Emirates.

At ALPA's recent Air Safety Forum, a Boeing expert on fire suppression systems stated, "Boeing recommends operators not carry lithium-ion batteries as cargo on passenger airliners until safer methods of packaging and transport are established and implemented." Yet these batteries are still transported on all-cargo airliners day in and day out.

Major U.S. Airlines Accidents*



* Major accidents, as defined by the NTSB, are fatalities and/or aircraft destroyed (i.e., hull loss)

Flying airplanes has always involved risk. Our job as pilots—working along with airlines, ATC, regulators, and manufacturers—is to manage that risk. We do it every day with regard to weather, traffic, mechanical problems, etc. ALPA views carrying bulk shipments of lithium batteries on *any* airliner (passenger or cargo) as an unmitigated and unmanaged risk. Capt. Joe DePete, ALPA's first vice president and national safety coordinator, emphasized that point at the Association's recent Air Safety Forum, stating, "[One] of our safety priorities, and certainly one that resonates in my part of the industry, is to reduce the risk of inflight fires caused by shipments of lithium batteries."

We can only achieve one level of safety for both passenger and cargo operations through one regulation that establishes performance-based packaging standards, handling requirements, and quantity limits for packages, compartments, and aircraft. With these safety standards in place, if a thermal runaway were to occur in such a package of lithium batteries, the package would contain the hazard (fire/thermal event) and not allow it to propagate to adjacent packages.

PILOT FATIGUE

In 2010, Congress mandated that flight- and duty-time rules for all Part 121 operations be updated based on science. The FAA chartered an Aviation Rulemaking Committee to develop these science-

based rules. Unfortunately, the Office of Management and Budget stepped in and prevented these science-based regulations from being applied to Part 121 cargo flights.

With no science-based prescriptive rules governing all-cargo airlines and their pilots, there is risk—especially with the type of flying and duties cargo pilots most perform: sequential night hub turns. ALPA believes that



the current regulatory disparity regarding flight, duty, and rest rules exposes cargo flights to unmitigated risks.

We can only achieve one level of safety by requiring science-based flight, duty, and rest rules for *all* pilots who fly in all Part 121 operating environments. Because all pilots are human and we fly the same aircraft and have the same training requirements, there is only one human performance envelope for all airline pilots.

AVIATION INFRASTRUCTURE

While passenger and cargo pilots operate in the same aviation infrastructure per se yet do it during different times of the day and night, a

risk difference exists regarding staffing for ATC services (approach control and tower) and aircraft rescue and fire-fighting (ARFF) services.

A cargo pilot at the Air Safety Forum noted, "Many cargo pilots fly at night to airports with no operating air traffic control tower and with no ARFF (or very limited) response capability—flying the largest airplanes that operate into that airfield. In addition, in some cases, the center sector controller, with a slower radar update and resolution than approach radars, is all that is available to cargo pilots flying to these airfields."

Flying all night is a norm for cargo pilots, and the risk of fatigue is sometimes mitigated with shortened duty periods, longer day sleep opportunities, and hub turn sleep opportunities. The risk associated with flying into airfields that have no operating control tower is lessened by pilot training, flight planning, and execution. However, even for well-trained pilots, the risk increases significantly for those flying for a third, fourth, or fifth consecutive night—combined with IMC conditions—into airfields with no tower or ARFF support. Additionally, without the benefit of fatigue-mitigation measures, and when an airport poses an elevated level of CFIT risk, available safety margins are reduced and the potential for an accident such as that involving UPS Flight 1354, which crashed in Birmingham, Ala., in August 2013, is increased.

We can only achieve one

level of safety by having ATC and airfield (tower and ARFF) staffing requirements at airports synced to the cargo aircraft landing times in the early morning and takeoff times late in the evening.

CUMULATIVE RISK

When thinking of the many hazards involved in cargo operations, the aggregate aspect of these many risks or lack of mitigation across all these areas cannot be ignored.

Capt. Charles Hogeman (United), ALPA's Aviation Safety chairman, commented at the Association's Air Safety Forum, "Imagine what would be said if UPS Flight 1354 had been operating into San Diego when it crashed instead of into Birmingham. Picture the response if the pilots of UPS Flight 6 were transporting lithium batteries from Ontario [Calif.] instead of Dubai and attempted to land at Los Angeles. The problem with *this thinking* is that we are *waiting* for the accident so that we can get things done. We can't wait for an accident. Period."

Now is the time to advance and achieve one level of safety for Part 121 cargo operations. Unique or similar, we need to calculate the many risks of both cargo and passenger airline operations to an equivalent outcome. That outcome is one level of safety, and it will be achieved when the Part 121 major accident rate of cargo airline is in parity with that of passenger airlines. Then, and only then, can we pave the way for the rest of the airline industry to pursue one level of excellence in safety performance. ✕

A Package Deal:

Rules to Safely Fly Lithium Battery Shipments

By ALPA Staff

The Air Line Pilots Association, International helped drive new international policy action that makes it safer to transport lithium battery shipments by air. But until more work is done and U.S. regulators wrap up needed packaging standards, the U.S. airline industry remains at risk. New FAA tests show big lithium battery hazards can come in small packages—even smaller than previously thought.

More volatile than many goods that are already fully declared as “hazmat,” lithium batteries can self-ignite when damaged, defective, or exposed to a heat source. In fact, test results released by the FAA in July show that as few as three lithium-ion batteries in thermal runaway can vent gas and contribute to an explosion on board an aircraft even if fire suppressant is present.

“The FAA’s latest tests show how few batteries are needed to cause a fire on board an aircraft that will overwhelm the available suppression systems,” said

Capt. Joe DePete, ALPA’s first vice president and national safety coordinator. “The safety risk from the shipment of

lithium batteries has been clear for decades, but these new tests show the urgency of the need for quantity limits and improved packaging standards.”

Two types of charge

Lithium-metal batteries are usually nonrechargeable and power items such as cameras, watches, and smoke detectors. The battery contains metallic lithium. If a

“ALPA is not calling to restrict individual batteries that passengers may carry on board in personal electronic devices, but the shipment by air of large quantities of lithium batteries remains a serious—and preventable—safety concern.”

fire occurs, the burning metal does not respond to suppression measures. Lithium-metal fires burn at very high temperatures and can produce large quantities of smoke that may overwhelm aircraft ventilation systems and enter the cockpit. Halon, the fire suppressant traditionally carried aboard airliners, is not effective against lithium-metal battery fires.

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

They contain a flammable liquid electrolyte and can self-ignite if damaged, exposed to high temperatures, or subjected to a short circuit. While Halon has been shown to suppress the flames

from a lithium-ion battery fire, the FAA has stated it’s marginally effective in protecting cargo shipments due to its inability to prevent cell-to-cell thermal runaway propagation. As lithium-ion cells are heated during the fire, flammable vapors are vented and can accumulate in an enclosed space, setting the stage for an explosion if a spark is introduced, such as from an adjacent battery igniting.

Current rules

In the United States, lithium-metal batteries are banned from being shipped as cargo on passenger airliners. 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 (see “Keep America Flying Safely: Cargo Issues,” page 20).

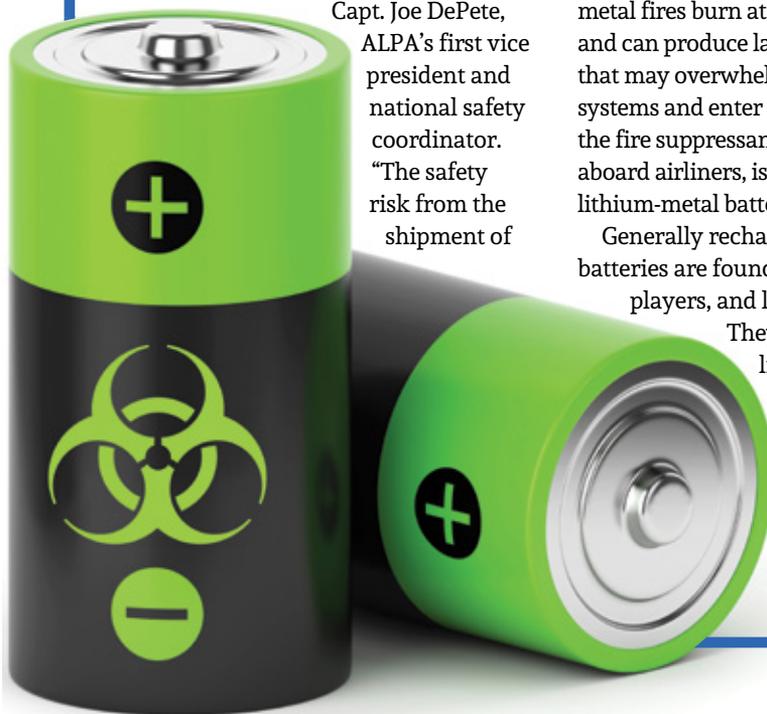
Lithium-ion batteries can be carried in all quantities as cargo on passenger and all-cargo flights. While Halon has been shown to have limited effectiveness on lithium-ion battery fires, more testing is needed to determine how many lithium-ion batteries can be safely carried on an airliner given the fire-extinguishing capability available.

ALPA is not calling to restrict individual batteries that passengers may carry on board in personal electronic devices, but the shipment by air of large quantities of lithium batteries remains a serious—and preventable—safety concern.

Airlines and manufacturers speak out

Recently, both airlines and airplane manufacturers have drawn attention to the risk. Delta Air Lines and United Airlines announced earlier this year that they would no longer accept shipments of lithium-ion batteries as cargo due to safety concerns.

In July, both Boeing and Airbus issued guidance to their customers concerning the risks associated with carrying high-density shipments of lithium batteries as cargo. Boeing recommended that high-density packages of lithium-ion batteries and cells not be transported as cargo on passenger airliners until such time as



safer methods of transport are established and followed. Both manufacturers recommended conducting a risk assessment on transporting lithium battery shipments.

ICAO standards key

In 2013, the International Civil Aviation Organization (ICAO) issued new provisions for shipping lithium batteries by air. ALPA was involved in this process through its membership in the International Federation of Air Line Pilots' Associations (IFALPA).

While the ICAO technical instructions marked important progress, they fall short in key areas, including the lack of a requirement to stow batteries in a compartment equipped with adequate fire suppression, the lack of quantity limits for a compartment or aircraft, the lack of standards for cargo-compartment suppression that address lithium battery fires, and continuing to permit small packages of batteries to be combined in an "overpack," which effectively creates a large shipment that is still excepted from the majority of dangerous goods provisions.

In late 2014, the United States decided to follow the ICAO standards. While ALPA fully supports the new guidelines, protecting air transportation from the risks posed by lithium batteries is a package deal and additional standards are needed.

Packaging standards

ALPA pilots, led by F/O Mark Rogers (United), ALPA's then director of Dangerous Goods Programs and current IFALPA Dangerous Goods Committee chairman, joined with representatives of the major aircraft manufacturers to form a new ICAO working group to develop packaging standards that ensure any hazardous effects of a lithium battery fire are contained within the package.

"With a packaging standard in place, a fire in a lithium battery package would be prevented from spreading to other packages in a cargo compartment or endangering the aircraft," said Capt. Scott Schwartz (FedEx Express), who succeeded Rogers in August as ALPA's director of Dangerous Goods Programs and now leads ALPA's efforts on the issue. "These packaging stan-

dards are essential to fully protect air transportation from the threat posed by potential fires and even explosions aboard aircraft."

ALPA, the world's largest nongovernmental aviation safety organization, is calling for ICAO to fully regulate all lithium battery shipments and to implement packaging restrictions and quantity limits for lithium batteries based on the cargo compartment location and capabilities. Moreover, ALPA is also seeking to extend the prohibition of lithium-metal batteries aboard passenger aircraft to cargo-only aircraft until adequate packaging can be developed.

"The danger posed by the shipment of lithium batteries aboard aircraft does not change depending on whether it's a passenger flight or an all-cargo freighter," said DePete. "Unless and until adequate packaging standards are in place for shipping lithium-metal batteries, they should be banned as cargo on all airliners."

U.S. leadership in aviation safety

While ALPA urges ICAO to act, ALPA has also made clear that the United States must continue to maintain the gold standard of aviation safety by doing more to safeguard lithium battery shipments by air.

In the FAA Modernization and Reform Act of 2012, Congress stated that the Department of Transportation secretary may exceed ICAO requirements regarding transportation of lithium batteries when "a credible report with respect to a safety incident from a national or international governmental regulatory or investigating body demonstrates that the presence of lithium-metal cells or batteries or lithium-ion cells or batteries on an aircraft has substantially contributed to the initiation or propagation of an onboard fire."

On Sept. 2, 2010, a B-747-400F departed Dubai International Airport on a scheduled cargo flight to Cologne, Germany. Although the aircraft was carrying more than 80,000 lithium batteries, most were excepted from the majority of the dangerous goods provisions, and none were registered on the

CALL TO ACTION: LITHIUM BATTERIES

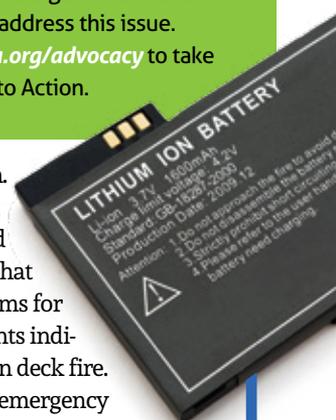
ALPA is focusing on maintaining and updating safety issues related to the upcoming FAA reauthorization. Congress is expected to start debate on the legislation in October.

Current U.S. regulations allow an unlimited number of lithium-ion batteries as cargo on all airplanes. As a result, batteries can be transported without appropriate safety protocols. They can self-ignite when damaged, defective, or exposed to a heat source. Furthermore, a lithium battery fire cannot be suppressed by traditional fire-suppression systems, and the noxious gas they produce can explode under pressure. ALPA is asking Congress to give the Department of Transportation secretary the authority to issue lithium battery safety regulations and not be superseded by international standards set by the International Civil Aviation Organization (ICAO). The 2012 version of the FAA bill restricted the agency's ability to regulate to a standard more stringent than ICAO's. Now is the time to address this issue.

Go to www.alpa.org/advocacy to take part in ALPA's Call to Action.

pilot notification form. Shortly into the flight, the flight crew advised air traffic controllers that the fire-warning systems for the cargo compartments indicated an onboard main deck fire. The crew declared an emergency and requested an immediate return to Dubai, but the freighter ultimately crashed several miles from the airport with the loss of both pilots' lives.

"The tragic loss of life in that accident, and the ensuing government investigation that identified lithium battery shipments as contributing to that loss, more than meets the requirement for the United States to continue to set the standard for aviation safety when it comes to safely shipping large quantities of lithium batteries," said DePete. "The United States must fully regulate lithium batteries as hazardous materials and ensure the full range of safety protections that are required when dangerous goods are transported by air are applied." ✕



Photos: iStock.com

ALPA Urges EPA to Leave Airline Emissions Standards to ICAO

By Jan W. Steenblik
Technical Editor

The U.S. Environmental Protection Agency has proposed issuing regulations to govern aircraft engine emissions

“ALPA strongly supports reducing aviation’s already small overall percentage of contributions to greenhouse gases while at the same time preserving the economic viability of the airline industry.”

That’s the message Capt. Joe DePete, ALPA’s first vice president and national safety coordinator, delivered at an Environmental Protection Agency (EPA) hearing in Washington, D.C., on August 11. The EPA held the informal hearing to field public response to the agency’s proposal to regulate aviation emissions for the first time in history.

Both the EPA and the FAA are actively involved in efforts to develop a common international standard for aircraft emissions of carbon dioxide, one of the principal greenhouse gases (GHGs), through the International Civil Aviation Organization (ICAO), the

United Nations body charged with setting standards and recommended practices for international aviation.

At the August 11 EPA hearing, several representatives of environmental groups and unaffiliated individual environmental activists argued that the EPA has the legal authority and moral responsibility to regulate aircraft emissions on its own. These speakers decried the ICAO process and called on the EPA to quickly enact much more stringent regulations that are “technology-forcing” rather than “technology-following.”

Kate DeAngelis, climate and energy campaigner with Friends of the Earth, declared, “The United States must shoulder the greatest share of the burden for making emission reductions. In order to achieve the necessary emissions reductions to avert catastrophic climate disruption, the United States must take significant strides to reduce carbon pollution from every sector of the economy, including aircraft.”

Against such voices ALPA must continue to push back with facts and rational arguments. DePete noted, “We are pleased that [the EPA] is working with the ICAO Committee on Environmental Protection and is engaged in developing a future aircraft certification standard for carbon dioxide.

We urge the agency to not exceed that standard, slated to be considered for approval in February 2016, with any proposed regulations.”

He added, “ALPA does not believe that any new emission standards for aircraft should involve retrofitting in-service aircraft or aircraft on order. The standards should apply only to new types of aircraft that are yet to be certificated so as to not cause undue financial harm to the airline industry.”

Airline pilots, DePete pointed out, “literally sit at the intersection of new technology, aircraft operating procedures, air traffic control procedures and techniques, and varying aircraft capabilities. This gives us a unique vantage point from which to manage our aircraft to burn less fuel while operating as safely and efficiently as possible.

“Fuel is the largest single expense that our airline employers face.... Airlines have a very strong motivation to safely find ways to use as little fuel as possible and look for alternative fuels that are not only less expensive but also have less effect on our environment.

“Whatever affects our employers ultimately affects pilots as well, so we have a similar financial incentive to help them conserve fuel. Pilots work with their compa-

nies and air traffic control on a daily basis to safely reduce fuel burn while airborne and on the ground.”

The bottom line for ALPA, DePete stressed, is that “we are strong advocates for staying the course when it comes to improving fuel efficiency through new technology. Airlines must be able to afford to invest in new, more efficient aircraft and engines that reduce the impact on the environment, which has been the key to their success.”

DePete urged the EPA to let the ICAO process develop reasonable international standards for aircraft emissions. He warned, “Going beyond those agreed-upon standards could have a very detrimental effect on our airlines.... Creation of a U.S.-specific emission standard more stringent than that used by other ICAO member states would put our carriers at a distinct financial disadvantage without a commensurate benefit to the environment.”

Representatives from Airlines for America, which represents the majority of larger U.S. airlines, and the Aerospace Industries Association provided similar views, noting the remarkable environmental progress of the airline industry to date and supporting EPA reliance on the ICAO process under way. ✈

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“Reach Back & Help Out Someone Else”

Engaging members and future pilots at the OBAP convention

By Kevin Cuddihy, Contributing Writer

Building a stronger airline piloting profession is an ongoing mission of the Air Line Pilots Association, International and is of particular interest to both the Association’s Membership and Education Committees. As part of that mission, a contingent of ALPA pilots and staff representatives attended this year’s Organization of Black Aerospace Professionals (OBAP) 39th Annual Convention & Career Exposition, held August 12–14 in Arlington, Va., to connect with members, nonmembers, and future members alike.

The two committees, chaired by United F/Os Jolanda Witvliet (Membership) and Mark Haley (Education), are joining forces to find new ways to reach out and promote the profession, starting with the most important part—the people who make it pos-

sible. “We’re the world’s largest pilots union,” Haley said, “and our presence at these outreach events shows our support for the profession.”

Capt. Tim Eddins (United), a member of both OBAP and ALPA, commented that in today’s aviation industry continuing mentorship and education is even more important than ever before. “Mentorship programs provide a means for ALPA to truly help people,” he said. “ALPA has done a very good job of putting together a toolbox of resources” for pilots. Now it’s a matter of connecting pilots—current and future—to those resources.

That’s why it’s important for ALPA to attend these outreach events—to network and to let members know what’s available to them. Witvliet explained, “We can talk to ALPA

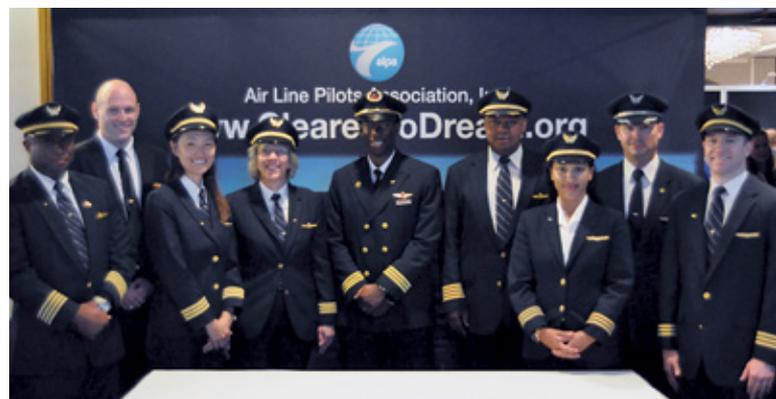
pilots, answer their questions, and hand out [membership] pins.” But it goes beyond current members, she said. “We also reach out to non-ALPA pilots to explain the benefits of ALPA and offer some advice about getting hired by airlines that have ALPA pilots.”

With more than 1,200 attending the conference, the event included meetings, networking, and an extensive career fair, plus a popular Youth Day for local middle and high school students. Capt. Floyd Balentine (Endeavor Air) said he’s been

talking to students about the piloting profession for 20 years. “A lot of them don’t think they can become pilots—or doctors or lawyers,” he said. Multiple pilots stressed the importance of kids seeing “someone who looks like me” in order to recognize a potential career path.

“Collectively as an industry, we need to start sparking the interest of our young people,” said Witvliet. “We need to promote a continuous interest in becoming a pilot—show them there is an *opportunity* for a fantastic career there.”

Photos: Kevin Cuddihy



← Giving Back

Left: F/O Marcus Neyor (Delta), center, talks to a student about the airline piloting profession.

ALPA representatives talked to more than 150 local youth about the airline piloting profession, handing out advice along with ALPA goodies such as paper airplanes, pens, airplane-shaped pencils, and other giveaways. Smiling faces greeted the pilots, thanking them for being there and sharing their perspectives.

MENTORING: PROVIDING THE INSPIRATION TO FLY

ALPA's booth was packed with pilots—all willing to give back and share their path to the cockpit. Capt. Ernie Taylor (Delta), a member of OBAP's Board of Directors, explained that mentorship allows you to learn from the experiences of others. "There's no need to reinvent the wheel," he said—a message our pilot volunteers and other attendees at the event echoed.

Through organizations like ALPA and OBAP, the mere presence of airline pilots can inspire students and aviation enthusiasts alike. "OBAP and ALPA are both organizations I respect, and organizations I want to be a part of. They have common goals we can all work toward," said F/O Marcus Neyor (Delta), an ALPA member who joined OBAP in 2007.

Neyor started building a strong network while in college. The biggest benefit, he said, was "meeting professionals in a place I wanted to be." F/O Branden Dungey (ExpressJet) characterized mentoring as providing the "path of least resistance." He explained that he did the research himself on how to proceed in his career—and now he can provide that information to others to help them avoid some of the mistakes he made.

Pilots who give back also said they felt a strong sense of

responsibility as well—that because they were mentored, they have a responsibility to do the same in return. F/O Faye Matthews (United) explained that she hoped to provide inspiration to others, the idea that "if she can do it, I can do it." Matthews spoke about seeing two female pilots walking down a hallway when she was starting out in her career, and that simple act sparked the realization that she could attain her goal. Today, she often receives questions from students at ALPA Aviation Collegiate Experience (ACE) Club events about how as a wife and mother she achieves a work/life balance. By telling her story, she said, "They can see someone doing what they want to do" and it inspires them to chart their own path to becoming an airline pilot.

EDUCATION AND CONTINUING EDUCATION

Haley emphasized that events like the OBAP convention are "an opportunity to mentor and

educate the future generation." In addition to the career fair for current professionals, the event included sessions for college students focusing on aviation. The OBAP Collegiate Series, co-sponsored by Alaska Airlines and Horizon Air, provided dozens of current students with expert advice and guidance.

Alaska F/Os Thomas Witts, Jesse Fitzgerald, and Marcus Williams spoke to the college students at the orientation session. Witts acknowledged that "because somebody helped me, I have a duty to help everyone else get there." Fitzgerald added, "I love talking to the kids and seeing the look of 'I want to be like that guy.'"

That general attitude—of reaching out, of giving back, and of paying it forward—permeated the OBAP convention. As Capt. James Gordon, the chairman of OBAP's Board of Directors, said in opening the event, "Don't just say 'I got mine'—reach back and help out someone else." ✉

Retired ALPA Member Joins OBAP Founders & Pioneers Hall of Fame

The Organization of Black Aerospace Professionals (OBAP) inducted Lt. Col. Tony Marshall (United, Ret.) into its Founders & Pioneers Hall of Fame during the 39th convention. Marshall served in the U.S. Air Force for 22 years and was held as a POW

in Vietnam for almost nine months at the end of the war.

After retiring from active duty in 1990, Marshall joined United and flew for the airline for 16 years. Today he remains active

in multiple mentorship organizations and activities.

"One of the first people I met at OBAP, Bill Norwood, pulled me aside," he explained. "Bill said, 'Now that you've made it, congratulations. But you now have a new mission.'" He

stressed the importance of reaching out to others. "Let them see a real live person who looks like them," he said. It opens the door, and lets them know the path is there to become a pilot.



PAY IT FORWARD

It doesn't take a special event to reach out. Mentorship and education opportunities are available working with your master executive council (MEC) and local council, or just simply by providing your perspective to your colleagues. Capt. M'lis Ward (United) did not attend the convention but has volunteered for her MEC's Training Committee and is a line check airman and standards captain. "As a woman pilot, as a gay pilot, as a black pilot, as a captain period, I'm a mentor to the people flying with me," said Ward. "I'm trying to make them a better pilot, a better person, because I feel that's what people did for me. We should all be mentors for everyone out there."

Interested in giving back? Contact ALPA's Membership Committee for more information. Also get in touch with your MEC or local council officers to see if there are mentorship programs set up with your airline or other opportunities for you to give back.

YOU CAN INSPIRE FUTURE PILOTS, TOO—HERE'S HOW

ALPA's Education Committee provides airline pilots with the tools they need to promote the airline piloting profession. If you're visiting an elementary, middle, or high school to speak with students about what it takes to become an airline pilot, go prepared with a presentation, complete with talking points and cool giveaways. You can order yours at www.clearedtodream.org. It's all one click away, with the Order Supplies button. You can also request that an ALPA pilot visit your school.

ALPA@work

Advancing the Profession...Pilots & Staff

Getting to Know Your ASO *The Structure that Fuels ALPA*

When Capt. Joe DePete, ALPA's first vice president, asked me to take on the responsibility of helping coordinate the communications coming out of the union's Air Safety Organization (ASO), I quickly agreed. Only one question remained before I could get to work. "What exactly is the ASO?" So began my journey, like that of many other ALPA members, to discover what our ASO is all about.

The broad answer to my question is that the ASO is the pilot representative structure in place that fuels our Association, the largest, most prestigious, and talented non-governmental aviation safety organization in the world.

Simply stated, ALPA is the go-to group for all things aviation safety, security, and pilot assistance. Private and public organizations from around the globe seek out our expertise.

To maintain the currency of our subject-matter experts and carry forth the long-standing reputation the Association has built through its decades of safety initiatives, it goes without saying that we need an organizational structure that keeps our issues and experts engaged and relevant.

This issue carries so much importance that in 2011, ALPA's Board of Directors defined and approved the ASO's mission within Sec-



Capt. Mark Harrison (FedEx Express), the ASO's communications coordinator, far right, moderates a panel that included, from left, Capt. Joe DePete, ALPA's first vice president and national safety coordinator; Capt. Charles Hogeman (United), ALPA's Aviation Safety chairman; Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chairman; and Capt. Jerry McDermott (United), ALPA's Pilot Assistance chairman.

tion 85 of the Association's *Administrative Manual*. By carefully studying Section 85, I began to learn the structure and the sheer size of the ASO. Supported by ALPA's experienced and talented Engineering & Air Safety staff, the ASO encompasses safety, security, and pilot assistance.

After several days of drawing organizational charts and talking to various ALPA experts, I began to realize that the ASO was something bigger—something more. The ASO is really all of us.

Every single member of the Air Line Pilots Association, International plays a part in the ASO. The structure of the ASO invites pilots who have questions about safety, security, and pilot assistance to reach out to experts within their master executive council for answers. Equally important

is that any pilot who is flying the line and sees a safety concern can begin the process of making our profession safer by contacting a member of his or her Central Air Safety Committee and reporting it. The same goes for security concerns. And should the time ever come when a pilot needs the deep understanding of another pilot in the form of pilot assistance, we can all find comfort knowing that one of our own will be there—trained, experienced, and ready to lend an understanding ear and a helping hand.

During ALPA's annual Air Safety Forum, I had the opportunity to lead a panel discussion with the chairmen of each element that makes up the ASO: Capt. Charles Hogeman (United), Aviation Safety chairman; Capt. Fred Eissler (FedEx Express), Aviation

Security chairman; and Capt. Jerry McDermott (United), Pilot Assistance chairman, along with DePete, ALPA's national safety coordinator. They outlined for ALPA members in attendance the importance of each of the committees, groups, and subject-matter experts that fall within their element of the ASO. The ASO's mission is critically important to serving ALPA members. We owe a debt of gratitude to all ALPA pilots who raise their hand to serve in this vitally important structure.

For more information about your ASO, please read the following coverage of the committee work and discussion that occurred during ALPA's Air Safety Forum. And remember, your ASO is always looking for volunteers. It's a great way to give back to your profession, learn a new skill, and stay involved. ✈

—Capt. Mark Harrison (FedEx Express), ASO Communications Coordinator

Your ASO@Work 



Scan the QR code to watch a short and informative video on ALPA's Air Safety Organization.



Photo: Chris Weaver

Canoll to Pilot Reps At Air Safety Forum: "You Are Our Flight Plan"

A LPA opened the private days of its 61st Air Safety Forum—"Keep America Flying: A Flight Plan for Safe and Fair Skies"—on July 20, with Capt. Tim Canoll, ALPA's president, and Capt. Joe DePete, ALPA's first vice president and national safety coordinator, welcoming the record number of attendees.

Canoll spoke about the effect

ALPA has had, and continues to have, on safety, security, and pilot assistance. "We don't just point out flaws and say 'fix that.' We identify solutions, then work collaboratively to make them happen." He thanked members of the government, industry, and other associations for their collaboration before closing with one final nod to the ALPA represen-

tatives. "It's your abilities...that let us do all that," he said. "You are our flight plan."

DePete talked about ALPA's successes in the core areas of safety, security, and pilot assistance, highlighting the role of ALPA's Air Safety Organization (ASO). He promised "to improve our members' understanding and appreciation of just how remarkable ALPA's ASO really is." And he echoed Canoll's closing words, telling attendees, "You are our greatest resource.... We consider you all to be essential crewmembers."

To close the first session, Capt. Mark Harrison, the ASO communications coordinator, moderated a panel that includ-

ed DePete; Capt. Charles Hoge- man (United), ALPA's Aviation Safety chairman; Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chairman; and Capt. Jerry McDermott (United), ALPA's Pilot Assistance chairman, who discussed their roles, priorities, and challenges. The key to the ASO, all agreed, is passion—finding your passion and then determining where you can best put it to use. In doing so, you help ALPA achieve one of its main goals: keeping air travel the safest form of transportation in North America.

—Kevin Cuddihy, Contributing
Writer

Aviation Security Forum Convenes

As part of this year's Air Safety Forum, on July 20–21 ALPA held its Aviation Security Forum in which pilot security representatives discussed the Association's top security priorities and heard from subject-matter experts on various security topics. Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chairman, moderated the event.

The first day of the security forum opened with a briefing from Dorothy Reimold, the head of Global Policy and Procedures Safety and Flight Operations for the International Air Transport Association. Just two weeks before, the news media had reported that extremist militant group ISIS may have radicalized two Indonesian airline pilots. Reimold discussed airport em-

ployee screening and the concern about the "insider threat" within the airline industry.

Lou Sager, supervisory agent for the Federal Air Marshal Service, explored the threat that remotely piloted aircraft (RPAs) continue to pose, particularly when flown in close proximity to airliners in the U.S. national airspace system and near airports. He highlighted the differences in airline and RPA operations and the inherent danger in these



CAPT. FRED EISSLER (FEDEX EXPRESS)

discrepancies.

Dave Benson, chief operating officer for the Center for Personal Protection and Safety, talked with attendees about surveillance awareness and the appropriate response to questionable activity. He emphasized that the cornerstones of security are personal vigilance

and shared responsibility.

The second day of the meeting focused on what Eissler termed security "solutions, tools, and weapons." The group heard presentations on two promising safety and security products: glasses that could reduce or eliminate the effects of a laser aimed at the cockpit and a product to protect against the effects of an onboard improvised explosive device.

Tim Wells of the Department of Homeland Security's Sector Outreach and Programs Division discussed the Homeland Security Information Network (HSIN), a system that shares sensitive but unclassified information, and talked about HSIN Connect, a project currently in development that would support pilot-to-pilot communications.

Capt. Martin Drake, the European Cockpit Association's Security Committee chairman, discussed how the approach to security is both

similar and different in North America and Europe, including a rundown of solutions to problems Europe is facing.

Capt. R. Eric Rasmussen (U.S. Navy), deputy commander of the 601st Air Operation Center at Tyndall Air Force Base, spoke about managing threatened airspace in the United States, providing examples of what pilots can do to avoid having NORAD mistakenly identify their aircraft as hostile, and what they might expect operationally during a threatened airspace scenario.

The day concluded with a talk from Capt. Darrin Dorn (Alaska), who shared his expertise in individual security and situational awareness regarding kidnappings when traveling internationally. He discussed avoidance and risk mitigation, what to do in the event of an attempt, and ways to escape, if needed.

—Kevin Cuddihy, Contributing
Writer

SECURITY COUNCIL TALKS "INSIDER THREAT," POLICY ISSUES

ALPA's Security Council, led by Capt. Robert Hamilton (PSA), ALPA's Aviation Security Council chairman, convened on July 20 and discussed several security issues—including news media reports that ISIS, the extremist militant group,



CAPT. ROBERT HAMILTON (PSA)

may have radicalized two Indonesian airline pilots and what an "insider threat" means to airline security. The group talked about actions the U.S. and Canadian airline industries should take to combat this type of risk.

The council also reviewed policy manual updates addressing Security Council chairman succession and the need to revamp ALPA's current security training course.

—John Perkinson, Staff Writer

Successes and Plans

The President's Committee for Cargo discusses recent successes and plans for the future at ALPA's Air Safety Forum.

President's Committee for Cargo Discusses Lithium Batteries, Other Priorities

ALPA's President's Committee for Cargo met on July 20 to discuss important topics for cargo pilots, including lithium batteries. Capt. Rich Hughey (FedEx Express), the committee chairman, moderated a wide-ranging discussion and updated attendees on recent successes and plans for the future.

F/O Mark Rogers (United), the International Federation of Air Line Pilots' Association's Dangerous Goods Committee chairman, said, "This is the best place we've been," in reference to the creation of rules regarding the air transport of lithium-ion batteries.

Other discussions included airport issues, security, and flight time/duty time. "Cargo has a greater risk profile," noted Hughey. "Some of it we can mitigate, and some we need the industry to



CAPT. RICH HUGHEY (FEDEX EXPRESS)

change. As an industry, we're much smarter working together to solve our problems."

Regarding flight and duty time, the committee discussed efforts to establish science-based flight and duty rules for cargo pilots. Hughey observed that although cargo may be a different industry, pilots still need the same protections from fatigue. "Congress mandated that FAA provide

Part 121 carriers with science-based flight-time/duty-time rules. That's what we want," explained Hughey. He also noted that Transport Canada's notice for proposed amendment is an opportunity to update fatigue regulations for ALPA's Canadian members.

The committee also focused on the "insider threat" and ways to mitigate that threat, discussing the need for hardened cockpit doors and security training for crewmembers (neither of which are mandated by law), airport improvements (including aircraft rescue and firefighting), voluntary wildlife strike reporting, new reports available on airport construction work, and the FAA's mandated switch to LED lighting at all airports.

—Kevin Cuddihy, Contributing Writer





Canada Safety

Capt. Tim Canoll, ALPA's president, second from right, addresses Canada Safety, as, from left, F/O Chris Duggan (First Air), ALPA's Air Safety Organization Canada coordinator, Kevin Psutka, ALPA's senior safety and security rep; and Capt. Dan Adamus (Jazz Aviation), ALPA's Canada Board president, listen.

Canada Safety Examines Safety and Security Hot Topics

Canada Safety, part of ALPA's Air Safety Organization, met on July 21 to examine safety and security hot topics for the members of ALPA's nine Canadian pilot groups. Moderated by F/O Chris Duggan (First Air), ALPA's Air Safety Organization Canada coordinator, the group, which included ALPA leaders and staff as well as industry and government representatives from Canada, focused on policy, regulatory, and operational issues that ALPA is pursuing to improve the Canadian airline industry and the airline piloting profession.

Kevin Psutka, ALPA's senior safety and security representative, led several discussions, including one on the status of unmanned aircraft systems (UAS). He discussed a recent exemption for lower-weight UAS within line-of-sight operations and a Transport Canada notice of proposed amendment (NPA) regarding UAS. He noted that ALPA is participating in the NPA's working groups.

Psutka also briefed meeting attendees on the increase in cockpit laser illuminations, an

awareness campaign to deter these abuses, and the need to issue larger fines and jail time for offenders. He also encouraged pilot participation in NAV CANADA's area operations consultation meetings as a way to learn more about and address local airport concerns.

Capt. Jason Hartleb (Jazz Aviation), the Canada security subject-matter expert in ALPA's Aviation Security Group, discussed a Transport Canada initiative that is under way to determine if certain airline employee groups could be exempt from airport screening. He noted that Jazz Aviation had asked to be included in a beta test of the Known Crewmember program in cooperation with Transport Canada and the Transportation Security Administration.

Hartleb also provided an overview of a Transport Canada emergency directive that requires two crewmembers in the cockpit during flight. The policy decision comes in the wake of the Germanwings Flight 9525 crash that occurred in March.

Capt. Dan Adamus (Jazz Aviation), ALPA's Canada

Board president, spoke about the lack of progress in advancing new flight- and duty-time regulations and about changes that will be implemented this winter to prevent temporary foreign pilots from seeking pilot job vacancies when Canadian pilots are available.

Royal Canadian Mounted Police Corporals Dave Evans and Eric Boudreaault from the Canadian Air Carrier Protective Program reviewed their agency's mandate to protect the integrity of the flight deck and the airplane and to prevent bodily harm inflight.

NAV CANADA Vice President of Operations Larry Lachance discussed preparations for implementing the nation's automatic dependent surveillance-broadcast (ADS-B) capability and the use of performance-based navigation at Canada's larger airports, including the application of RNP approaches at Toronto Pearson International Airport.

Duggan also reviewed the Transportation Safety Board of Canada's report on the Bearskin Flight 311 accident at Red Lake Airport in Ontario in November 2013. The board determined that a left engine failure occurred during the landing phase of the flight at an altitude from which it was too low to recover.

—John Perkinson, Staff Writer

SAFETY COUNCIL GETS UPDATE ON DATA FUSION

During ALPA's Safety Council meeting on July 21, council members—the central air safety chairs from each ALPA pilot group—learned more about a government-industry project that, in large measure, represents the future of safety information analysis and accident/incident prevention.

The MITRE Corporation's Dr. Michelle Harper provided an update on the Aviation Safety Information Analysis and Sharing (ASIAS) Fusion Demonstration Project, which ALPA pilot representatives have been directly involved with for the past 18 months. The project, with several U.S. airlines participating, has brought together information from multiple data sources—including ASAP reports, FOQA data, air traffic controllers' ATIS reports, and radar data—to better understand individual events. Harper reported on the findings of four directed studies conducted with fused ASIAS data.

Capt. Mike Schilz (Delta), a subject-matter expert for ALPA's Air Safety Organization who has been involved as an ALPA rep to ASIAS, noted, "I think we can make [fusion] beneficial to all parties. It works really well... When I started doing this work seven years ago, I had an inkling that we would go in this direction, but I had no idea we'd go this far this fast."

In September, the fusion operational prototype will be implemented, with all U.S. airlines invited to participate. The prototype will have a dynamic architecture to accommodate development of fusion metrics and modelling. By 2017, the fully developed fusion production system should be in place.

—Jan W. Steenblik
Technical Editor

Training Council Focuses on Future of Airline Pilot Training



Training Efforts

Capt. Don Dobias (United), ALPA's Training Council chairman, briefs attendees on recent Training Council actions during the Association's Air Safety Forum.

ALPA's Training Council heard three thought-provoking presentations on July 21 about the future of airline pilot training and the dynamics that could shape it.

Randy Bailey, an aerospace technologist from the NASA Langley Research Center, discussed a current agency study that examines the practicalities of reduced crew operations (RCO). In assessing this controversial prospect, NASA is looking at the accompanying ground and flight deck resource management, the physiological monitoring technologies, and the automation that would be required to support such an approach. Bailey described the study as "a new capability, a new possibility we're trying to define." The study envisions two possible scenarios: (1) single-pilot cruise in which both pilots

occupy the cockpit during high-workload phases, but one exits during other flight stages and (2) single-pilot operations.

Earlier this year, Rockwell Collins won a one-year contract to examine elements of this study. Mike Matessa, cognitive scientist with Rockwell Collins, talked about the different technologies his company is exploring, including synthetic vision, which would enable pilots to see through clouds; live, interactive airport map displays; touch-screen piloting; and flying by voice commands.

Capt. Martin "Huey" Harris (Delta) informed the council about his participation in the Air Carrier Training Aviation Rulemaking Committee (ARC) and its mandate to provide recommendations to the FAA concerning FAR Parts 121, 135, and 142 operations training. These efforts are conducted

through four working groups:

- » Air Carrier & Contract Training,
- » Crew Resource Management Enhancement,
- » Flight Path Management, and
- » Education, Training, and Experience Alternatives for an ATP.

Capt. Don Dobias (United), ALPA's Training Council chairman, noted that ALPA has representatives in each of the four groups.

Rob Burke, manager of the FAA's Air Carrier Training Systems and Voluntary Safety Programs, said, "Our mandate is to harmonize with the International Civil Aviation Organization where possible," adding that unlike other ARCs, this group's term limit appears to be ongoing.

MITRE Corporation's Dr. Pat

Massimini explained how the Aviation Safety Information Analysis and Sharing (ASIAS) program detects and mitigates systemic safety issues. Drawing from airline safety reports, FOQA data, ATC safety reports, radar, weather, and other infrastructure feedback, ASIAS offers aggregated, de-identified, and protected safety information to make improvements across the U.S. national airspace system.

Capt. Ken Plunkett (Delta), a member of his pilot group's Master Executive Council Human Factors Committee, discussed issues involving distance learning and computer-based instruction (CBI) for pilots. "Ultimately," said Plunkett, who has a background in instructional systems design, "students control the success or failure of any educational program."

CBI, he pointed out, must permit both individual and group interaction and feedback. An optimal CBI system also allows users the greatest control possible in navigating an online course. For example, displaying the length of individual study modules can help a student select a short module to complete if he or she has a block of time available when he or she could finish that module but not a longer one.

Plunkett noted that CBI and distance learning are now widely used and are "here to stay," and that distance learning certainly can augment classroom instruction. "Our goal," he said, "should be to enhance distance learning."

—John Perkinson, Staff Writer, and Jan W. Steenblik, Technical Editor

Jumpseat Council Meets

Members of the Jumpseat Council stress the importance of pilot-in-command authority during their two-day meeting.



Jumpseat Council Talks Policy, Elects Chairman And Vice Chairman

Two dozen members of ALPA's Jumpseat Council met on July 20–21 to review the council's successes and plan for the future. Among the items discussed during the first day of the meeting were jumpseat policy and the creation of a campaign to remind pilots to check jumpseat credentials. Jumpseat subject-matter expert F/O James Berzon

(United) led the discussions.

At the end of the first day, the council recognized a pair of members for their service, F/O Gregory R. Maatz (United) and Capt. Anthony J. Berlotti (Alaska). F/O Rich Odbert (FedEx Express), the Jumpseat Council chairman, presented awards to the pilots, saluting their "exemplary service to ALPA."

On the second day of the

meeting, the council reelected Odbert chairman, who then appointed Berlotti vice chairman.

"I'd like to thank the council members for their team support and their tireless work on behalf of the 70-plus percent of ALPA members who are commuters and for anyone who uses the jumpseat," Odbert said after his reelection.

Throughout the two days, the council members stressed the importance of pilot-in-

command (PIC) authority. "PIC authority should remain absolute on all jumpseat issues," asserted Odbert. They discussed nonpilots in the jumpseat and reviewed who is and isn't allowed jumpseat access, talked about upcoming improvements to the jumpseat website and how well used the site is, and brainstormed ideas to improve ALPA's jumpseat app. ✉

—Kevin Cuddihy, Contributing Writer

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Superfoods to Help Pilots Stay Healthy

By John Perkinson, Staff Writer

In between legs and hungry for a quick bite? Consider packing (or purchasing) the latest crop of superfoods that are trending as better options for maintaining a healthy diet. Simply choosing the right foods can improve your mood and attitude, and most importantly for airline pilots increase your energy and mental acuteness. And eating healthy for the long haul can up the odds that your piloting career will end in retirement—not cut short due to a health-related condition.

A balanced diet should focus on fresh fruits and vegetables, whole grains, and lean proteins. Whether you're at home having dinner with your family or grabbing a bite at a layover restaurant, consider eating one or more of the following nine "superfoods" at mealtime or when you're ready for a snack.

1 Blueberries are highly nutritious and among the world's most powerful sources of antioxidants. They're high in soluble fiber and vitamins C and K, and they're believed to improve memory and brain function. Their nutrients can help improve heart health, and they've been shown to attack cancer-causing free radicals and possibly even block certain tumor cells from forming.

2 Greek yogurt is a great food to increase your protein intake and is a good source of potassium, calcium, iodine, and vitamin B12. What differentiates Greek yogurt from traditional yogurt? Greek yogurt has been strained to remove the whey, which results in 40 percent less sugar, 38 percent less sodium, and twice the amount of protein as compared to traditional yogurt.

3 Next time you're in the grocery store produce section, be sure to grab some **kale**. This green cruciferous vegetable contains vitamins A, C, and K and minerals like calcium, copper, iron, manganese, phosphorus, and potas-

sium. Kale helps you maintain strong skin, hair, and bones while promoting good digestion and reducing the risk of heart disease. It's also high in fiber and contains lutein for eye health.

4 There's good news for you java junkies. A National Institutes of Health study found that "**coffee** drinkers were less likely to die from heart disease, respiratory disease, stroke, injuries and accidents, diabetes, and infections..." Coffee can help burn fat and may prevent Alzheimer's disease and dementia. Other benefits include reducing the chances of diabetes and liver disease. However, excessive amounts can lead to cardiovascular problems and sleep deprivation, so drink responsibly.

5 Asparagus is one of the most nutritionally well-balanced vegetables available. It's high in folic acid and a great source of potassium, fiber, and thiamin, as well as vitamins A, B6, and C. These nutrients promote immune system, heart, prostate, and eye health. Asparagus contains protein and iron and also helps reduce the risk of prostate cancer.

6 Nutritionists have long recommended that you replace butter with **olive oil**, which has been shown to help prevent numerous diseases and is believed to counter the effects of aging, osteoporosis, and skin damage. Olive oil contains vitamins E and K as well as a wide range of antioxidants and contributes to the operational health of the stomach, pancreas, and intestines.

7 When your mother told you to eat your **oatmeal**, she knew what she was talking about. Eating the whole grains contained in oatmeal can lower your risk for several diseases, including high blood pressure and type 2 diabetes. This traditional breakfast food is high in fiber, low in fat, and high in protein. It's also loaded with iron and other minerals. But avoid prepackaged oatmeal because it's often high in sodium and sugar.

8 Former U.S. President George H.W. Bush made it crystal clear that he did not like **broccoli**, but this green vegetable is high in fiber and antioxidants, and contains vitamins A, B9, C, and K. Nutrients from this member of the cabbage family support your eyes, red blood cells, immune system, bones, and tissues. Broccoli also contains phytochemicals that help fight arthritis and cancer.

9 An **apple** a day might just keep the doctor away. Easy to transport, apples are high in fiber and vitamin C, low in calories, and contain no fat or cholesterol. They're a great source of potassium and antioxidants, and they slow the absorption of glucose in the body, helping to maintain a healthy blood sugar level.

Making these nine superfoods part of your healthy diet can help you feel and perform your best, whether you're in the cockpit or spending time with family and friends. ✈



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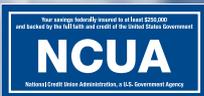
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Wake for Warriors: Pilot Gives Back to Wounded Vets

By John Perkinson, Staff Writer

Combining philanthropy with a personal passion is often a combination for gratification and success. F/O Dave Deep (Delta), an avid water-sports enthusiast who divides his flying time between being an airline pilot and a reservist for the U.S. Marines, felt that he needed to do more with his life.

“Escorting medivac helicopters that were transporting wounded soldiers from the front line was a real eye-opener,” said Deep, who from 2003–2005 was on active military duty flying Bell AH-1W SuperCobras in Afghanistan.

Profoundly moved by the life-changing injuries he witnessed on a routine basis, he thought of a way to combine his passion for wakeboarding and wake-surfing for the greater good. “I wanted to provide an opportunity for those who could really benefit from just being out on the water.”

Now a lieutenant colonel with Marine Light Attack Helicopter Squadron 773, Deep contacted the Semper Fi Fund and other veterans’ affairs groups that help coordinate recreational opportunities for wounded vets. From his lakeside home in Cherokee County, Ga., he began bringing wounded vets and their families to Lake Arrowhead, just north of Atlanta, to introduce them to the joys of surface water sports.

He used his own resources to launch his boat, paying for the gas, providing the necessary equipment, and offering participants a place to stay. He introduced many of the wounded vets to water skiing, wakeboarding, and wake-surfing for the first time.

Deep is a firm believer in the thera-

peutic benefits of this kind of recreation, noting that water sports can be both recuperative and challenging. In wakeboarding, for example, amputees have to work with the resources available to them to be successful and, in doing so, learn something about themselves in the process. “All your troubles melt away, and you’re just out there having a good time in a beautiful place with awesome people,” said Deep.

Deep has since established Wake for Warriors, a not-for-profit 501(c)(3) organization. Having previously flown for AirTran and Atlantic Southeast, he solicited volunteers from his network of airline and military friends, also reaching out to the local community for support. Neighbors soon offered rooms in their homes, and a local restaurant even donated food. In time, Wake for Warriors added kayaks, water bikes, and stand-up paddle boards to the list of activities.

These days, individuals and families sign up for designated summer weekends. Working with four or five volunteers, Deep limits participation to less than a dozen per event. “I try to keep things as intimate as possible,” he said, adding that “by the end of the weekend, you have a new set of friends.”

Earlier this summer, Wake for Warriors added a new activity. F/O Jim Morris (Southwest), Deep’s longtime friend and former AirTran Master Executive Council chairman, donated a two-man sailboat. Morris and his son, Joey, now



Catching a wave
Above: A war veteran who suffered a life-changing injury enjoys time in the water.

Right: Another war vet catches a wave on Lake Arrowhead, Ga., about 60 miles north of Atlanta.



volunteer, helping those who have never sailed before.

“These veterans adapt so well to their injuries,” Morris noted, adding that working with them is truly inspirational.

And when the season ends in September, Deep reroutes wounded veterans down to the Gator Bait Wakeboard School in Miami, Fla., which operates as a business but makes special accommodations for military families as an extension of the Wake for Warriors program.

Deep remains personally engaged with Wake for Warriors to ensure that the familial feel he and his volunteers have worked hard to establish remains intact. Eventually, he hopes to add additional boats and possibly include a “Day at the Lake” event on nearby Lake Lanier to supplement his Lake Arrowhead outings.

You can help by visiting www.wakeforwarriors.org or the Wake for Warriors Facebook page and making a donation or buying a t-shirt. All proceeds pay for weekend events for participating veterans and their families. ☑

The Landing

More Accomplishments



Want to find out what other ALPA pilots have accomplished to advance safety and security? Scan the QR code.

National Aviation Day Reminds Us How Far the Airline Industry Has Come

On **August 19**, ALPA celebrated National Aviation Day, recognizing the gigantic strides that have allowed the airline industry to grow from the single-passenger 1914 Benoit Type XIV flying boat to an average of more than **90,000** airline flights a day globally. For more than **84** years, ALPA and its members have worked with industry stakeholders to help spearhead safety and security advancements that have made airline travel the safest mode of transportation. Below are just a few of the many safety and security accomplishments to which ALPA has significantly contributed.

Centerline approach light system

In **1953** the International Civil Aviation Organization adopted an international standard for a centerline approach light system that Capt. Ernie Cutrell (American) developed.

Ground Proximity Warning System

In **1975** after extensive pressure from ALPA, the FAA approved rules requiring ground proximity warning systems in U.S. airliners.

Aircraft seat belt signs

Capt. Ray Lahr (United) lobbied for a rule requiring “fasten seat belt” signs in passenger airliner cabins because of a turbulence incident that seriously injured one of his passengers. In **1981**, the FAA approved the regulation.

Cockpit Traffic Alert and Collision Avoidance System (TCAS)

In **1987** the FAA issued regulations requiring TCAS in passenger airliners to reduce the risk of midair collisions. ALPA pilots played a key role in the development of TCAS, having advocated for airborne collision avoidance systems since **1970**.

Commercial Aviation Safety Team (CAST)

CAST, of which ALPA is member, was founded in **1998** to develop an integrated, data-driven strategy for reducing airline fatalities and advancing other government/industry safety initiatives. Ten years later, ALPA jointly received the Robert J. Collier Trophy, an award presented annually for the greatest achievement in aviation and aviation safety in America, for its participation in helping reduce the risk of airline fatalities in the United States by **83 percent**.

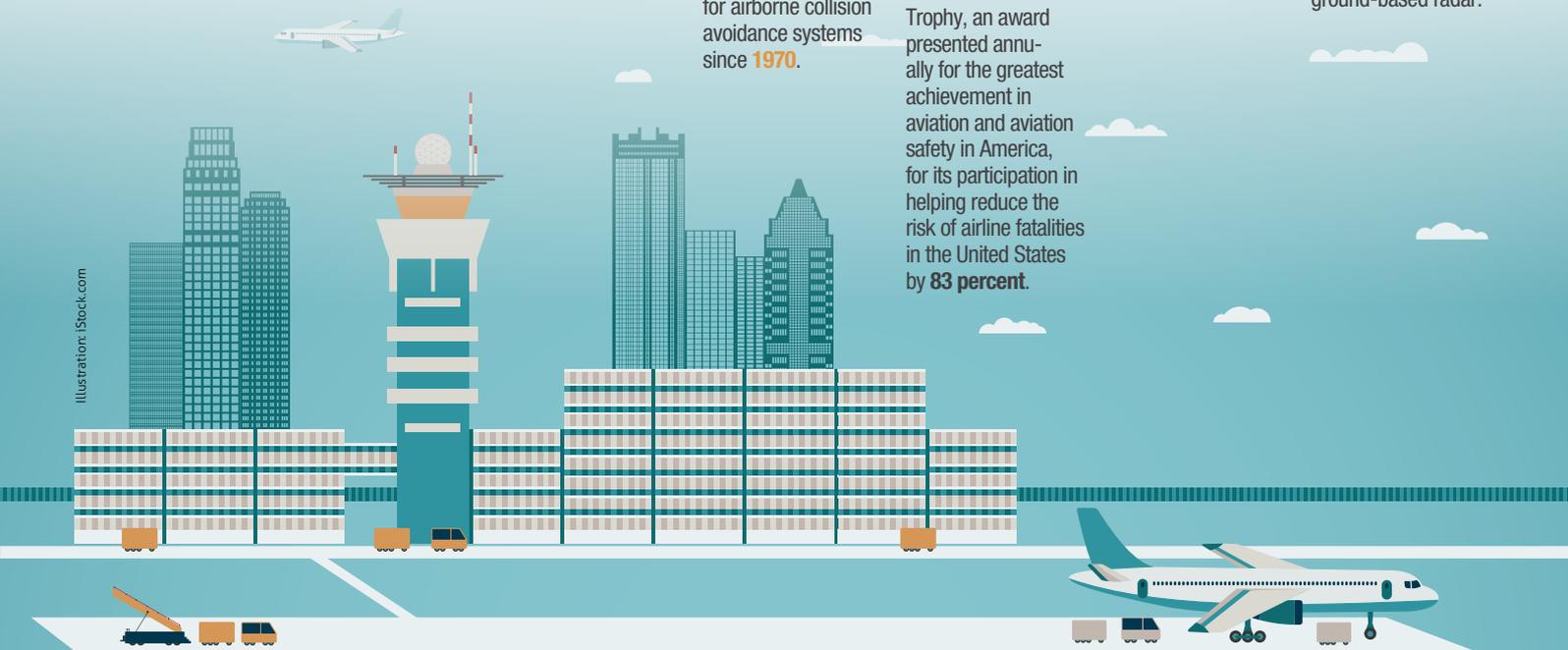
Federal Flight Deck Officer (FFDO) program

In **2002** ALPA pilots worked closely with the U.S. Department of Homeland Security, following the events of 9/11, to establish the FFDO program to train and deputize airline pilots to carry firearms and protect airliners from terrorist and criminal attacks.

Automatic Dependent Surveillance-Broadcast (ADS-B)

In **2007** ALPA received another Collier Trophy for the Association’s role in developing ADS-B, which allows aircraft to continuously broadcast their own GPS-determined position, rather than rely solely on ground-based radar.

Illustration: iStock.com



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



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← **Capt. Rick Dominguez**
Executive Administrator

ALPA Sudoku (© paulspages.co.uk)

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

The solution to this month's ALPA sudoku can be found on [page 14](#).

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

	5				7		6	
	3				4		9	
				1				2
8							3	
	7		5				4	
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Associate Managing & Production Editor
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Staff Writer John Perkinson

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

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

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

Election Dates LEC/MEC
703-689-4212

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Retirement and Insurance
(RI@alpa.org)
703-689-4114

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

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

Membership Administration

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

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

Air Transport International-ATI MEC
505-263-8838

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

Alaska-ALA MEC 206-241-3138

Atlantic Southeast-ASA MEC
404-209-8566

Bearskin-BRS MEC
807-628-5683

Calm Air-CMA MEC
204-471-1000

Canadian North-CNP MEC
780-718-6012

CanJet-CJA MEC
1-800-959-1751

CommutAir-CMT MEC
440-985-8579

Compass-CPZ MEC
952-853-2373

Delta-DAL MEC
404-763-4925

Endeavor Air-PCL MEC
855-PCL-ALPA

Envoy Air-ENY MEC
817-685-7474

***Evergreen-EIA MEC**
618-401-1284

ExpressJet-XJT MEC
281-987-3636

FedEx Express-FDX MEC
901-752-8749

First Air-FAB MEC
1-877-459-3272

Hawaiian-HAL MEC
808-836-2572

Island Air-AIS MEC
808-838-0188

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

JetBlue-JBU MEC
603-303-2195

Kelowna Flightcraft-KFC MEC
250-878-7950

Mesa-MAG MEC
602-306-1116

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

Piedmont-PDT MEC
339-987-1277

PSA-PSA MEC
616-405-3962

Spirit-SPA MEC
765-481-9033

Sun Country-SCA MEC
952-853-2393

Trans States-TSA MEC
412-780-9036

United-UAL MEC
847-292-1700

Virgin America-VRD MEC
435-962-0951

Wasaya-WSG MEC
807-624-7270

*Pilot group in custodianship

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Other Organizations

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

ALPA Accident/Incident Hotline

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

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

2015 EBCB Schedule

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

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

Critical Illness & Accident Insurance – Enrollment Offer Ends Soon!

Does your current health insurance have deductibles and other out-of-pocket charges? Now ALPA can help. Sign up today for 24/7 coverage that includes:

- Critical illness benefits up to \$30,000.
- Available lump sum coverage for spouse and child(ren).
- No medical questions.
- No waiting period.
- Restoration and recurrence riders.
- \$100 yearly wellness rider reimbursement (up to \$400 per family).

Open Enrollment Offer:

Active ALPA members will be guaranteed coverage with no medical underwriting. Enrollment package was e-mailed to you in early August. **Act fast!** This offer ends Sept. 30, 2015.

Make sure ALPA Insurance is part of your flight plan. Call us today at **800-746-2572** or visit us on the web at memberinsurance.alpa.org.

Let ALPA Be Your *Safety Net*.

