

May 2018

AIR LINE PILOT

Official Journal of the Air Line Pilots
Association, International 

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THE PILOT-PARTISAN AGENDA • ALPA-PAC

WE NEED A STRONG ALPA-PAC TO PROTECT OUR CAREERS!

MEMBERS OF CONGRESS FLY THOUSANDS OF MILES EACH YEAR ON OUR AIRCRAFT TO AND FROM WASHINGTON, D.C. But not all of them know about the issues that affect our careers.

ALPA-PAC HELPS US guide, educate, build relationships, and inform the decision-makers who control our industry.

SINCE OUR PILOT-PARTISAN CHAMPIONS IN CONGRESS CAN'T RETAIN THEIR SEATS FOREVER, the PAC helps us identify our next champions before they land in Congress.

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The more robust our PAC, the better we're able to fill Congress with pilot-partisan champions who'll support our priorities.

BACK THE PAC!
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From left, F/Os Brendan Cantwell (Delta), Alex Cole (United), and Jack Lux (FedEx Express) visit Members of Congress to promote ALPA's pro-pilot priorities. Photo by Chris Weaver.

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Pilots, Not Politics

ALPA-PAC flies above the **partisan gridlock** in Washington, D.C., because our **safety, security, and careers** are more important than party politics.



Photo courtesy of Dave Dildine and WTOF

**Support the PAC.
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Rules, What Rules?

“Play ball!” When the umpire’s call rang out on the first day of the 2018 baseball season, the sound carried both the promise and expectation of competition. Every year, players and fans respect that the umpire knows the rules and holds an “almost religious respect for a level playing field,” as noted in a recent article in *The New York Times*.

Whether a Braves or Blue Jays fan, you know that an umpire making the “big call” and enforcing the rules is essential. Without “teeth,” it’s too easy for players to ask, “rules, what rules?” This situation is clearly in play for the government of Qatar and its subsidizing of its state-owned airline that violates its Open Skies agreement with the United States.

Earlier this year, the Trump administration took steps to protect fair competition and defend American jobs. In a nonbinding agreement with Qatar, the U.S. government secured important pledges to further transparency and to not engage in Fifth Freedom flying from Europe to the United States. While encouraging, ALPA is watching to see whether Qatar delivers. The Trump administration now must enforce the U.S. Open Skies agreement with the United Arab Emirates to end its similar subsidies.

Enforcing the rules is essential, but equally important are their quality and effectiveness. As regulators, lawmakers, and policy makers create and uphold the rules that govern the airline industry, ALPA engages to ensure they understand airline pilots’ perspectives and how the rules affect flight operations.

Following the recent Southwest Flight 1380 accident, ALPA urged exercising caution before speculating about its cause. We emphasized that the sole focus must be on allowing the NTSB to conduct a full investigation with the goal of preventing a similar accident in the future (see page 10).

With the same goal in mind, when four fatal airline accidents occurred in the United States in the six years before 2010, Congress acted to make flying safer by passing the Airline Safety and FAA Extension Act of 2010. At lawmakers’ direction, the FAA reviewed the four accidents and others and found shortcomings in pilot qualifications and training. The agency changed the rules, requiring first officers to be better qualified, more experienced, and to receive more training (see page 23).

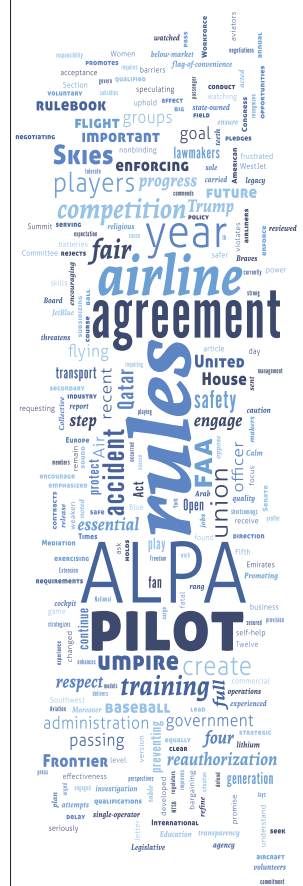
Accordingly, ALPA commends the U.S. House for passing an FAA reauthorization that rejects

attempts to weaken first officer training and experience requirements. Moreover, the House version enhances the safe transport of lithium batteries, improves voluntary safety report acceptance, and requires secondary cockpit barriers on new passenger airliners. It also protects fair competition by preventing airlines with flag-of-convenience business models from serving the United States in the future (see page 19). However, we oppose Section 744, a provision that promotes single-operator commercial cargo aircraft and threatens the safety of our skies. ALPA will remain engaged as the Senate now takes up the reauthorization.

Collective bargaining agreements also create a rulebook. ALPA has recently made progress with strong agreements at Air Transport International and Calm Air (see page 11). Air Wisconsin pilots just reached a tentative agreement with management after seven years of negotiations (see page 11). WestJet pilots are in negotiations that will set their course for years to come (see page 12). JetBlue pilots continue to make progress toward an agreement but are frustrated at the more than three years it’s taken and will not tolerate further delay. And I recently sent a letter to the National Mediation Board requesting a proffer for the Frontier pilots (see page 11). This is the first step in what will lead to a release to self-help if Frontier management continues to seek a below-market agreement. Nine of our 34 pilot groups currently are at the negotiating table for a new agreement, and the full power of our union is behind these pilot groups as they press for fair contracts.

Anyone who has ever watched a game recognizes that baseball players pass along a legacy to the next generation. ALPA also takes seriously its responsibility to encourage the next generation of union volunteers and aviators. Our commitment is clear as we back the Promoting Women in the Aviation Workforce Act, our Education Committee strategizes for 2019, and we create opportunities for ALPA pilots to refine skills and get involved, such as the 6th annual Legislative Summit.

At ALPA, we work from our union’s rulebook—the strategic plan developed by our members.



Capt. Tim Canoll, ALPA President



SAFETY FRONT AND CENTER

By Sen. Maria Cantwell (D-WA)

One of the most dramatic moments I've been involved in as a member of the Senate happened in 2015, when I had a chance to ask Capt. Chesley "Sully" Sullenberger why pilot qualification requirements are so important. In response, he told the Senate Commerce Committee's Aviation Subcommittee, referring to his experience in guiding US Airways Flight 1549 to its famous emergency landing on the Hudson River, "Had Jeff [Skiles, the first officer] been less qualified, people would have died. There wasn't time...to have a conversation about what had just happened and what we must do. I had to rely upon him based upon his own long experience...and well-learned fundamental skills."

That's why, when nearly every Monday morning I board a flight to Washington, D.C., to represent the people of Washington State in the U.S. Senate, I'm going there to fight for the safety of the traveling public.

As the top Democrat on the Aviation Subcommittee, all of this travel helps inform my work in the Senate—and means that the safety of the flying public and the dedicated employees who get us to our destinations is always at the top of my mind.

For commercial aviation to keep serving as a vital part of our national economy, passengers need to be confident that when they step onto an airplane safety is never compromised and corners are never cut. The work of ALPA members is a huge factor in that confidence, and I thank you for all you've contributed to this important industry.

Following the tragic Colgan Flight 3407 accident more than nine years ago, Congress acted to stem the tide of accidents that had become all too common among regional carriers. We required both captains and first officers to hold ATP certificates and mandated 1,500 hours of flight experience before pilots without military flying experience or

a qualifying academic degree could hold an ATP certificate.

Since those changes were enacted, the industry has experienced an unprecedented period of safety, due in large part to the professional men and women who are responsible for the lives of the countless passengers they fly every day.

While there has been discussion recently of modifying the 1,500-hour requirement that's been in place since 2013, I strongly believe that the regulations we worked so hard to enact after the tragedy in Buffalo, N.Y., remain necessary. Any modifications to pilot training requirements considered by Congress or the FAA need to improve the safety of our system, not roll it back.

While we continue to maintain and improve aviation safety, we need to make sure our small and rural airports can keep and expand their air service. Small and rural airports are major economic engines in the communities they serve. In my home state of Washington, 97 percent of business income is generated by businesses within 10 miles of an airport, and 70 percent is generated by businesses within five miles of an airport.

Air service is a critical resource for small and rural communities to attract new businesses and tourists, which is why I've worked with both Republicans and Democrats to bolster the U.S. Department of Transportation's Small Community Air Service Development Grant Program. This grant program helps small communities attract air service to new destinations or to increase frequencies to existing destinations, boosting the economic potential for the communities that receive them.

The aerospace industry is vitally important to the American economy. Nowhere is that more true than in Washington State, where 136,000 people work in the industry—including about 4,000 ALPA members!

In addition to being the home of more than 65,000 workers who build the world's best commercial and military aircraft, as well as a world-class airline, companies in Washington are on the cutting edge. Innovation in aerospace, like the increased use of composites or the tremendous work that is being done with advanced UAS, creates thousands of the good-paying jobs our country needs.

We in the Northwest are proud of our role at the center of the aviation universe and proud of our hardworking friends and neighbors who form the backbone of the industry. ✈

"SINCE THOSE CHANGES WERE ENACTED, THE INDUSTRY HAS EXPERIENCED AN UNPRECEDENTED PERIOD OF SAFETY, DUE IN LARGE PART TO THE PROFESSIONAL MEN AND WOMEN WHO ARE RESPONSIBLE FOR THE LIVES OF THE COUNTLESS PASSENGERS THEY FLY EVERY DAY."

FAIR AND BALANCED LABOUR RELATIONS

By the Honourable Patty Hajdu, Canadian Minister of Employment, Workforce Development, and Labour

Canada's airline pilots do fantastic work across our country and around the world, helping travelers and cargo arrive safely at their destinations each and every day.

The Air Line Pilots Association, International knows that unions play an integral role in protecting the rights of workers, which in turn helps build a stronger middle class and a more prosperous economy. Our government knows this, too. As Canada's minister of Employment, Workforce Development, and Labour, I am committed to fair and balanced labour relations. I am also focused on ensuring that Canadians can work in environments that are safe, healthy, and productive.

We were elected on a promise to restore fairness and balance in labour relations in this country. One of our first acts as government was introducing Bill C-4 (an act to amend the Canada Labour Code, the Parliamentary Employment and Staff Relations Act, the Public Service Labour Relations Act, and the Income Tax Act), which restored fairness and balance to labour relations in Canada and repealed previous legislation that undermined and weakened labour rights.

We are also working on modernizing federal labour standards by updating the Canada Labour Code to ensure that federal labour standards keep pace with the changing nature of work. We have moved forward on implementing flexible work arrangements so that Canadians can better manage family and work responsibilities.

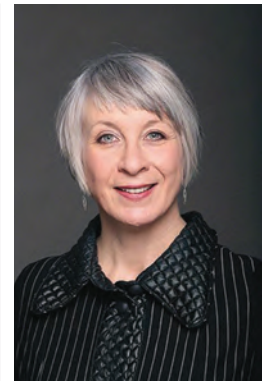
Our government also remains committed to removing another major barrier to gender equality and the equal participation of women in the workforce: workplace harassment and violence, including sexual harassment and sexual violence. To help eliminate these unacceptable behaviours, we introduced Bill C-65 (an act to amend the Canada Labour Code [harassment and violence], the Parliamentary Employment and Staff Relations Act, and the Budget Implementation Act, 2017, No. 1) to prevent incidents from occurring in the first place and to better support victims when they do. But we know that leg-

islation alone cannot fix this problem and that it will take all of us working together to change a culture that allows these behaviours to go unchecked.

Finally, in the 2018 budget we introduced measures that will help address the gender wage gap. We are introducing proactive pay-equity legislation for the federally regulated private and public sectors to ensure that women and men receive the same pay for work of equal value. When Canadian women are paid equally for work of equal value, we all benefit.

By upholding fair and balanced labour relations, modernizing federal labour standards, eliminating harassment and violence in the workplace, and by closing the gender wage gap, we can continue growing our economy in a way that works for everyone.

I look forward to continuing to work with the Air Line Pilots Association, International to foster safer, healthier workplaces where all Canadians can thrive. ✉



GET TO KNOW MINISTER HAJDU

In 2015, the Honourable Patty Hajdu was elected Member of Parliament for Thunder Bay–Superior North. In November 2015, Prime Minister Justin Trudeau appointed her to the cabinet where she served as the minister of Status of Women until January 2017. At that time, Hajdu was appointed the minister of Employment, Workforce Development, and Labour.

Hajdu previously worked in the public-health sector, focusing on homelessness, youth development, and drug policy. Prior to her election, she oversaw the largest homeless shelter in Northwestern Ontario.

Hajdu is a staunch supporter for Thunder Bay–Superior North and all of Canada, advocating that a more inclusive country benefits everyone. As a Member of Parliament and the minister of Employment, Workforce Development, and Labour, she is focused on ensuring that every Canadian citizen has an opportunity to succeed.

“THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL KNOWS THAT UNIONS PLAY AN INTEGRAL ROLE IN PROTECTING THE RIGHTS OF WORKERS, WHICH IN TURN HELPS BUILD A STRONGER MIDDLE CLASS AND A MORE PROSPEROUS ECONOMY.”

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Preflight

AIRLINE INDUSTRY NEWS

DOMESTIC NEWS

● On April 17, a fan blade separated from the left engine of Southwest Airlines Flight 1380, causing catastrophic loss of the engine's inlet assembly and parts of the cowling. One passenger was fatally injured. Due to the skill and training of the cockpit crew, the airplane safely landed at Philadelphia International Airport.



● The FAA issued an emergency airworthiness directive on April 20 that requires operators to inspect fan blades on CFM56-7B engines with more than 30,000 total cycles from new within 20 days. The engine manufacturer estimates the corrective action affects 352 engines in the United States and 681 engines worldwide.

● The Department of Transportation reported that a record 965 million airline passengers flew in the United States last year, a 3.4 percent increase from 2016.

● The FAA announced that on April 30 it expanded its beta testing of its automated low altitude authorization and notification (LAANC) capability to 500 airports (see page 14). UAS operators using LAANC can receive nearly real-time airspace authorizations, compared to days or weeks required for manual authorizations.

● Per *U.S. News & World Report*, FedEx Corporation is investing more than \$1 billion to modernize and expand its Memphis, Tenn., hub, to improve efficiency and reliability. The project will include constructing a new large sorting facility and a bulk truck loading building and installing new sorting systems. Construction is expected to begin in 2019 and be completed by 2025.

INTERNATIONAL NEWS

● According to *BBC News*, approximately 15,000 flights in Europe were delayed on April 3 as a result of a computer failure at the Eurocontrol center in Brussels, Belgium.



● *Air Cargo News* reported that Belgium's Brussels Airport will spend \$123 million to update and build logistics facilities for storing, packing, and shipping cargo, including temperature-sensitive products such as pharmaceuticals. Last year, cargo demand at the airport increased by 8.3 percent to 535,634 tons, the highest amount in the last 10 years.

● Per *Canadian Press*, Norwegian Air Shuttle is postponing the introduction of its low-cost transatlantic service to Canada because of B-737-800 Max delivery delays. The airline reported that flights to Canada that were expected to start this summer are now planned to begin in summer 2019.



NEW ALPA REPS

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

- **ALASKA 67**
Capt. Scott Rubin,
Vice Chairman
(Seniority Block #4 Rep)
- **ENDEAVOR AIR 157**
Capt. Michael Sederlund,
Chairman (Capt. Rep)
- **FIRST AIR 241**
F/O Brody McIntyre,
Vice Chairman (F/O Rep)
- **FIRST AIR 241**
F/O Dimitri Damaskine,
Secretary-Treasurer
- **PSA 70**
Capt. Ali Mushtaq,
Chairman (Capt. Rep)

FRONT LINES

● ALPA COMMENTS ON SOUTHWEST ACCIDENT

"Our thoughts are with the family of the passenger who lost her life aboard Southwest Airlines Flight 1380," said Capt. Tim Canoll, ALPA's president, on April 18. "We are also deeply concerned for the 148 other passengers and crewmembers aboard and for all who have been affected by this unfortunate accident.

"ALPA has reached out to our brothers and sisters at the Southwest Airlines Pilots Association (SWAPA) as well as the Southwest Airlines flight attendants' union, TWU Local 556, to offer any assistance we can provide, including through ALPA's Pilot Assistance program and our Critical Incident Response Program volunteers.

"As with any aviation incident or accident, ALPA urges the exercise of extreme caution before speculating regarding the cause of the accident or interpreting the actions of those involved," observed Canoll. "The sole focus of all concerned must be on allowing the NTSB and other appropriate authorities to conduct a complete investigation. ALPA has contacted the NTSB to offer our Air Safety Organization's expertise in accident investigation and all aspects of commercial flight operations.

"However, one can't help but recognize the outstanding efforts of the crew on Flight 1380 to bring the severely crippled aircraft in for a safe landing," Canoll stated. "The professionalism displayed by the captain reminded me, once again, why we place such a high value on training and experience. They provide an incalculable advantage when emergencies occur in flight.

"We're also keenly aware that many ALPA members operate the B-737 with the CFM56-7B engine produced by CFM International that was involved in the Southwest Flight 1380 accident. The Association's Engineering & Air Safety Department has made available our technical resources and operational perspective to the engine manufacturing community. In the context of this active NTSB investigation, ALPA will keep our members as updated as possible," Canoll noted.

"As the world's largest non-governmental aviation safety organization, we know that we share with the NTSB, as well as with regulators and airlines, a common goal of maintaining the safest possible air transportation system for passengers and cargo shippers.

"ALPA is highly involved in responding to the Southwest Flight 1380 accident, and I encourage

each of you to express support for our SWAPA colleagues as we continue to work together to ensure flying remains the safest mode of transportation," said Canoll.

● BOEING FIRES TWO PILOTS FOR HONORING AVIANCA STRIKE

On March 27, Capt. Tim Canoll, ALPA's president, sent a letter to the Boeing Company, asking the manufacturer to reconsider its decision to send a dozen B-787 pilots to work for Avianca after the Colombian carrier fired more than 100 pilots for participating in a seven-day strike. On April 16, Boeing fired two of its 12 pilots for refusing to fly for the terminated members of Asociación Colombiana de Aviadores Civiles. The two Boeing pilots reportedly worked for a division of the company that offers pilot training to organizations that purchase Boeing aircraft.

TAKING OFF

Top Achievers In Our Industry



Airline pilots train for life to safely deliver their passengers and cargo on every trip. Similarly, ALPA staff trains for life to advocate, communicate, represent, and support our pilots, working to advance pilot-partisan initiatives for our individual pilot groups and on Capitol Hill and Parliament Hill (see pages 18–28).

There are thousands of special-interest groups in Washington, D.C., and Ottawa, Ont.—all vying for the attention of a handful of decision-makers. Distinguishing our message from the noise requires strategy, skill, and hard work. ALPA's Government Affairs Department has one of the most recognized advocacy programs in the United States: In the past four years, our staff members who support the union's Political Action Committee and grassroots efforts have earned top honors from the Public Affairs Council.

Earlier this year, ALPA, along with its partners, was recognized with the 2018 *Aviation Week* Laureate Award for our role in the Commercial Aviation Safety Team and the Aviation Safety Information Analysis and Sharing initiative. This decade-long effort has allowed the FAA to take a more proactive approach to detecting

risk and implementing mitigation strategies before accidents or serious incidents occur. And I'm sure you're familiar with the National Aeronautic Association's Robert J. Collier Trophy. ALPA remains the only labor association in history to win this prestigious award three times for its safety achievements.

Although there are no trophies or plaques that illustrate our representation successes, in the past three years we've signed major new contracts at Air Transat, Air Transport International, Alaska, Calm Air, Canadian North, Delta, Hawaiian, Endeavor Air, FedEx Express, Mesa, Spirit, and Sun Country. In addition, we've signed dozens of side agreements and positively resolved thousands of grievances. And our membership growth also showcases the Association's measurable success—since 2011, we've added approximately 9,000 members.

All of these achievements were earned through ALPA pilots and staff working together—creating what *The Washington Post* recently described as "the powerful Air Line Pilots Association." Our members continue to enhance the airline piloting profession and the industry with the steadfast support of our professional staff. Together, we'll continue to advance pilot priorities on all fronts into the future.

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



Capt. Carlos Rodriguez (United) poses for a photo after speaking with Martin Luther King III at the I AM 2018 Rally in Memphis, Tenn.

● SUPPORTING UNIONISM AT THE I AM 2018 RALLY

On April 4, several ALPA pilots participated in the I AM 2018 Rally and march honoring Martin Luther King, Jr.'s backing of labor unions on the 50th anniversary of his assassination while supporting the Memphis Sanitation Workers Strike of 1968. The event took place in Memphis, Tenn., and ALPA was represented by a handful of pilots, including members from Delta, FedEx Express, and United, who all had the opportunity to interact with various political and union leaders.

Capt. Carlos Rodriguez (United) recounts from the day: "There were multiple times when we heard, 'Oh the pilots are here!' We smiled and said, 'Yes, and we're honored to be here.' I was so impressed at our ability to express our unionist solidarity with so many brother and sister unionists in a single event."

Participation in the rally allowed ALPA to remain in the political and social spotlight regarding the U.S. labor movement.

● CALM AIR PILOTS RATIFY TENTATIVE AGREEMENT

After well-attended road shows in Thompson and Winnipeg, Man., and a vote that closed on April 23, the Calm Air pilots' Master Executive Council (MEC) announced that their tentative agreement passed membership ratification. With 76.2 percent of eligible members participating in the vote, 87 percent voted in support of the agreement. The MEC will spend the coming weeks finalizing the language of the new five-year collective agreement.

In a memo to ALPA staff and others involved in the negotiations process, the MEC expressed thanks to everyone for "steering us in the right direction, the guidance, and advice," and noted that "without the resources and time you provided us, we wouldn't have gotten here."

● FRONTIER PILOTS: NEGOTIATIONS ARE AT AN IMPASSE

On April 27, ALPA submitted a letter to the National Mediation Board (NMB) indicating it believes further mediation would be futile and requesting that the NMB make a proffer of arbitration. If the NMB does so and either the union or the company declines arbitration, the two sides would enter a 30-day cooling-off period, after which time the parties would be free to engage in self-help—such as a strike by the pilots or a lock-out by the company.

Frontier's 1,200 pilots are the lowest-paid narrowbody pilots in the United States, with captain pay rates falling 40 percent below the industry average. They're the last pilots in the United States flying under a contract negotiated while their airline was in bankruptcy. Since the last contract was ratified in 2007, the Denver-based carrier has become one of the nation's most profitable airlines.

ALPA's letter to the NMB explains that management has

engaged in bad-faith bargaining, continues to seek bankruptcy-like concessions, has offered below-average industry pay, and can be expected to continue to resist concluding an agreement without decisive action by the board.

"Despite its industry-leading financial performance, Frontier Airlines has insisted upon a substantially discounted pilot contract," said Capt. Tim Canoll, ALPA's president. "The company has made it plain that it's unwilling to pay market rates, make industry-standard retirement contributions, or enter into job security provisions that other companies accept and negotiate routinely. ALPA believes this dispute will only be resolved by proffering arbitration."

In a strike-authorization vote taken last August, 100 percent of participating Frontier pilots gave their leadership the go-ahead to declare a legal strike at the conclusion of the cooling-off period if the NMB releases the pilots to self-help. The two sides have been in negotiations for more than two years and in federal mediation since November 2016. The two sides last met in mediation on April 20, and no further sessions are scheduled.

"Frontier pilots have been working under the same contract for more than 10 years while our peers at other airlines have negotiated big increases with their companies," said Capt. Tracy Smith, the pilots' Master Executive Council chair. "We're absolutely unwilling to work at a discount when our airline pays market rates for fuel, aircraft, gates, and everything else. We demand a market-rate agreement, and we're 100 percent ready to strike if that's what it takes to get one."

● AIR WISCONSIN PILOTS REACH TENTATIVE AGREEMENT

After seven years of negotiations, Air Wisconsin pilots have reached a tentative agreement

SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 62.

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

with management. The negotiations breakthrough occurred on April 26 in Phoenix, Ariz., at one of the last scheduled mediation sessions.

Details of the agreement weren't available as this issue went to press, but a message sent to pilots from the Air Wisconsin Master Executive Council (MEC) leaders stated that the agreement includes "monetary gains and preserves our industry-leading health-care premiums and plan structure," items that the pilots had stated were top priorities in a recent survey of the pilot group.

At press time, union and company negotiators were finalizing contract language so that the MEC can review the full-language tentative agreement at a meeting tentatively scheduled for mid-May. If the MEC approves the agreement, it would be sent to the pilots for a ratification vote.

No other ALPA pilot group currently bargaining has been in negotiations longer than Air Wisconsin. The two sides began contract talks in 2010, when Air Wisconsin was flying for US Airways Express. Since that time, it has flown under American Eagle colors, and since September 2017 as United Express. The two sides last met in mediation in September 2017.

"Now that our transition to all United flying is complete, the pilots are working harder than ever to deliver a great product for their



ASO UPDATE

● SAFETY REPS DEVELOP THEIR LEADERSHIP AND RISK MANAGEMENT SKILLS

In early April, pilots from the United States and Canada gathered at ALPA's Herndon, Va., Conference Center to participate in the Association's Risk Management Course and Safety Leadership School, taught by ALPA's Air Safety Organization (ASO) representatives and supported by Engineering & Air Safety Department staff.

F/O James Norman (Delta) welcomed participants to the Risk Management Course, noting, "while Canada has had Safety Management System [SMS] programs in place for over a decade, every U.S. carrier has, since March 9 of this year, been obligated to have an SMS program in place. While previous sessions of this course have been more rooted in the philosophy of SMS and risk management, today's course focuses on practical knowledge and tools."

The course familiarizes pilot safety representatives with safety reporting programs such as SMS, ASAP, and FOQA.

The Safety Leadership School prepares experienced safety reps to take on leadership positions within the ASO Aviation Safety structure and successfully address various situations or scenarios they may encounter with management and government reps.

The next Risk Management Course and Safety

Leadership School are scheduled for mid-September.

● ALPA'S AVIATION SAFETY CHAIR URGES PILOTS TO ADHERE TO GUARD FREQUENCY PROTOCOLS

Those who monitor ATC communications and use of the guard frequency have contacted ALPA asking pilots to refrain from misuse of 121.5 for any communications other than an emergency and to use standard radio phraseology in all radio transmissions.

"I would like to remind all members to adhere to standard communications techniques and protocols at all times," said Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair. "The use of nonstandard phraseology can be a causal factor for confusion by other pilots trying to maintain situational awareness and events leading up to runway incursions, altitude deviations, frequency congestion, and near midair collisions."

Jangelis also reminded pilots that transmissions on guard frequencies should be nearly nonexistent except for emergency situations or for passing critical information to mitigate hazardous situations.

Familiarization with and adherence to standard phraseology and use of the guard frequency only for communicating flight-safety issues will help ensure that the highest level of safety and professionalism is maintained.

Have questions? Contact ALPA's Engineering & Air Safety Department at EAS@alpa.org or 1-800-424-2470.

new mainline partner," said Capt. Chris Suhs, the pilots' MEC chair. "We look forward to bringing this cycle of bargaining to a close with this finalized agreement that recognizes these efforts and provides a foundation for a jointly successful future with United and puts Air Wisconsin pilots back at the negotiating table in a short amount of time."

● WESTJET PILOTS VOTE ON STRIKE AUTHORIZATION

The WestJet pilots' Master Executive Council (MEC) announced that it's taken measures to ensure that the pilot group is prepared for any eventuality regarding its negotiations with management by calling for a strike authorization ballot. The vote opened on April 25 and will close on May 10.

On April 20, ALPA's Executive Board unanimously approved a \$2 million grant to the WestJet pilots from the Major Contingency Fund, a \$46 million fund that provides ALPA pilot groups with the necessary resources to protect and advance the piloting profession.

The airline and its pilots have been in contract negotiations since September 2017. The Ministry of Labour has directed significant resources to assist with bargaining throughout the 60-day conciliation process, which came to a close on April 27. Having failed to reach a collective agreement during the conciliation period, both sides are now in a statutory 21-day cooling-off period. If no deal is reached by the end of the cooling-off period, the parties would be released into legal self-help, including a possible pilot strike.

"Our goal remains to reach an industry-standard contract

commensurate with our peers that provides for fair pay, working conditions, and real job security," said Capt. Rob McFadyen (WestJet), the pilot group's MEC chair. "This additional financial assistance from our international union provides WestJet pilots with additional resources to help secure a contract that reflects our pilots' enormous contribution to the success of WestJet and its record profits."

● ENVOY HOSTS PILOT UNITY-BUILDING EVENT

In conjunction with an Envoy Air Master Executive Council (MEC) meeting held at the United MEC offices near Chicago, Ill., the pilots' Strategic Planning Committee hosted a pilot unity-building (PUB) event on April 16. This social gathering gave the pilot group the opportunity to interact face-to-face with its negotiators, reps, committee chairs, and MEC officers.

After a brief welcome and introduction by Capt. Sam Pool, the pilots' MEC chair, and Capt. Zach Blackburn, the vice chair, the pilots were welcomed by Capt. Bill Couette, ALPA's vice president-administration/secretary, and Capt. Tom Maxwell, ALPA's Board of Directors Steering Committee chair. Couette and Maxwell, both Envoy pilots who hold national leadership positions, presented their unique perspectives and experiences.

The pilots took full advantage of the opportunity to mingle with their fellow coworkers and build relationships with members from other bases. The event was a huge success and will be followed by other PUB events in Dallas, Tex., and New York in the very near future.

ALPA CANADA BOARD CONVENES FIRST MEETING OF 2018

Members of ALPA's Canada Board convened in Montreal, Que., on April 11–12 to revisit important discussions that began during the last Canada Board meeting in December 2017. Master executive council (MEC) representatives from most of ALPA's Canadian pilot groups received briefings from Canada Board officers on the status of board activities before delivering their own property updates. Each MEC highlighted its achievements and challenges and provided insights into what 2018 may have in store for their respective pilot groups.

Attendees heard from numerous invited guests, including Capt. Joe DePete, ALPA's first vice president; Capt. Bill Couette, ALPA's vice president–administration/secretary, Capt. Mark Harrison (United), ALPA's Air Safety Organization communications coordinator, and Capt. Dan Waingrow (United) and Jeff Mitchell (United), members of their pilot group's Master Executive Council. Presentations included an update on organizing efforts at Sky Regional.

Andrew Shostack, assistant director of ALPA's Representation Department, presented revisions to ALPA Canada's strategic plan, which included an updated communications plan. The strategic plan was originally developed and adopted by the ALPA Canada Board in February 2012 and updated in 2015. Further discussion took place on



Capt. Brian Shury (Jazz Aviation), third from left, ALPA Canada Board vice president, delivers his report to Canadian master executive council representatives.

its implementation, utilizing the tools now in place from both a staffing and technological perspective.

The next regular meeting of the ALPA Canada Board is tentatively scheduled for June 12–13 in Toronto, Ont.



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POLITICAL/ LEGISLATIVE UPDATE



FAA EXPANDS DRONE AIRSPACE AUTHORIZATION PROGRAM

FAA Acting Administrator Dan Elwell recently announced that the FAA is expanding tests of an automated system that will provide near real-time processing of airspace authorization requests for UAS operators nationwide. On

April 30, the FAA deployed the low altitude authorization and notification capability (LAANC) at approximately 300 air traffic facilities covering approximately 500 airports. ALPA continues to work with other stakeholders to encourage Congress to provide the FAA authority to fully regulate hobbyists and recreational operators of UAS.

IN MEMORIAM

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

AUTHOR UNKNOWN

2015		
Capt. Simon Roy	Air Transat	November
2016		
Capt. Kevin Jensen	United	June
Capt. Raymond Knipp	Altair	December
2017		
F/O Ray Clawson	Atlas Air	April
Capt. Ron Heckman	Continental	June
Capt. Daniel McClure	Emery Worldwide	July
Capt. Randall Kramer	TWA	August
Capt. John Selby	TWA	September
Capt. Ronald P. Cuiccio	Flying Tigers/FedEx Express	November
Capt. George LeVasseur	Braniff	November
Capt. Bradford Newell	Northwest	November
Capt. Carrell Cobb	Pan American	December
S/O Donald Leslie	TWA	December
Capt. John Morgan	Pan American	December
Capt. Jack Quaintance	Continental	December
Capt. Wayne Schrunk	US Airways	December
Capt. Martin F. Tynan	Delta	December
2018		
Capt. Richard Baria	Braniff	January
F/O Dale Berrett	Braniff	January
Capt. James Boettcher	Transamerica	January
Capt. Charles Bucklin	Northwest	January
Capt. Kenneth Graham	Eastern	January
Capt. Andrew High	US Airways	January
F/O Brian Johnson	United	January
Capt. Larry Morrison	Northwest	January
Capt. Milton Smith	Eastern	January
Capt. Donald Troncalli	United	January
Capt. Richard Boland	United	February
Capt. Lawrence Bollrud	Flying Tigers/FedEx Express	February
Capt. Robert Bracken	Continental	February
Capt. Donald Burton	Northwest	February
F/O Don Cole	Braniff	February
Capt. Leo Dee	Northwest	February
S/O James Douglass	United	February
Capt. Don Gerloff	Delta	February
Capt. Henry Holleman	US Airways	February
Capt. Harry Hughes	TWA	February
F/O William Koren	United	February
Capt. Jaime Miller	ATA	February
Capt. Milton Murdock	Delta	February
Capt. Paul Pompermayer	Northwest	February
F/O Thomas Shedd	Eastern	February
Capt. Charles Solberg	United	February
Capt. Harold Spruill	US Airways	February
Capt. William Squire	Flying Tigers	February
Capt. David Tonery	TWA	February
Capt. Clifford Alderson	United	March
Capt. Leroy Bish	Pam American	March
Capt. Robert Cordonier	Continental	March
Capt. Richard Curtis	Delta	March
Capt. Joseph Hart	United	March
F/O Dale Liesch	Northwest	March
Capt. Robert McGowan	United	March
Capt. Kevin McNeight	Delta	March
Capt. Donald Southam	TWA	March
Capt. Hal Wick	Northwest	March

Compiled from information provided by ALPA's Membership Administration Department



CATCH ALPA AT OSHKOSH THIS SUMMER!

Stop by the ALPA booth (#3039) in Exhibit Hangar C in the EAA Four Corners area. Also look for ALPA participation in other EAA AirVenture Oshkosh activities.

For details, contact us at ALPAOshkosh@alpa.org.

For information about Oshkosh 2018, visit www.eaa.org/en/airventure.

We'll see you there!



EDUCATION COMMITTEE UPDATE



● EDUCATION COMMITTEE ESTABLISHES COURSE, MEETS WITH ASPIRING AVIATORS

ALPA's Education Committee met in mid-April in Chicago, Ill., to chart a course for the remainder of the year. Nearly a dozen core committee volunteers talked about current initiatives and activities, including outreach efforts at grade schools and aviation universities. They also reviewed resources, including clearedtodream.alpa.org, and are working to develop information to keep content fresh.

In addition, collegiate aviators involved in ALPA's professional development and mentoring programs at Lewis University and Purdue University joined the committee for an evening tour of the United Master Executive Council's (MEC) office. Students talked with the chairs of the United MEC Communications and Safety Committees, as well as a local council rep, and sat in briefly on the Envoy Air MEC meeting. The tour provided them with an opportunity to learn firsthand about the inner workings of the Association and the broad scope of issues it covers.

Thanks to the United and Envoy MECs for taking the time to speak with students and helping to bridge the gap between the classroom and the flight deck. Through these and

other ALPA Education Committee efforts, collegiate aviators will be well prepared for a successful career in the aviation industry.



ALPA ACE Club students take in the sights at United's hangar at Orlando International Airport.

● ASPIRING AVIATORS EXPLORE UNITED HANGAR

ALPA ACE Club students from Embry-Riddle Aeronautical University in Daytona Beach, Fla., toured the United Airlines hangar at Orlando International Airport in late March. The tour included the main hangar floor, metal shop, Engineering Department, tool shop, composite shop, and more. With two B-737s in the middle of heavy checks, the 26 aspiring aviators had much to explore.

College students tour the United Master Executive Council offices in Chicago, Ill.

Students were given detailed instructions, demos, and guided tours of the operation. Seeing the aircraft completely stripped of parts, walls, and floors provided a unique learning opportunity on the full cycle of an airplane. The students also were able to view fuel tanks, flight control cables, seats, and overhead bins on the hangar floor.

● ACE CLUB STUDENTS TOUR UNITED OPS

Lewis University and Parks College ALPA ACE Club students took a behind-the-scenes tour in mid-March of United Airlines Network Operations Center (NOC) and Chicago O'Hare International Airport operations. The tour was organized by ALPA's Education Committee as part of an ongoing strategic initiative to help bridge the gap between the classroom and the flight deck.

Students experienced the NOC in action and learned about the various airline departments needed to deliver

safe air travel to customers. During a panel discussion, reps from United answered students' questions and talked about internship opportunities and the hiring outlook.

At Chicago O'Hare International Airport, students explored the baggage sorting facility as well as United's pilot crew room and Station Operations Center. They also toured the ramp tower, which provided a stunning 360-degree bird's-eye view of Terminal 1 in action during one of the busiest banks. The highlight of the tour was visiting B-777s and -767s being prepped for departure. United pilots showed students around the flight decks and crew rest facilities in the aircraft.

Thanks to United for providing students with an inside look at what it takes to operate one of the largest airlines in the world. Through these and other ALPA Education Committee efforts, collegiate aviators will be well prepared for a successful career in the aviation industry. For more information or to get involved, log on to the ALPA Education Committee webpage or send an e-mail to Education@alpa.org.



ALPA ACE Club members pose for a photo while viewing United Airlines Network Operations Center and Chicago O'Hare International Airport operations.

ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of April 27:

- AIR GEORGIAN**—A notice to bargain was sent on Feb. 22, 2017. Negotiations continue June 5–8 and 12–15.
- AIR WISCONSIN**—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Pilots and management reached a tentative agreement on Aug. 4, 2015. The pilots rejected the tentative agreement on Oct. 7, 2015. The pilots and management reached a tentative agreement on April 26, 2018.
- FRONTIER**—A Section 6 notice was filed on Dec. 3, 2015. An application for mediation was filed on Sept. 22, 2016. Mediation continues.
- JAZZ AVIATION**—A notice to bargain was filed on March 28, 2016. Negotiations continue May 15–18.
- JETBLUE**—A Section 6 notice was filed on March 2, 2015. An application for mediation was filed on July 17, 2017. Mediation continues May 8–11.
- TRANS STATES**—A Section 6 notice was filed on Feb. 7, 2018. Negotiations continue May 8–9 and 22–23, June 4–6, July 10–12, and August 13–15.
- UNITED**—A Section 6 notice was filed on March 1, 2018.
- WESTJET**—A notice to bargain was filed on June 6, 2017. Negotiations continue May 7–11, 14–16, 22–24, and 29 and June 1, 5–8, and 18–20.
- WESTJET ENCORE**—A notice to bargain was filed on Dec. 19, 2017. Negotiations begin May 29–30, July 17–30, August 1–3 and 8–10, September 5–7, 11–13, and 18–20, and October 16–19.

TAXES ON AIR TRANSPORTATION

U.S. airlines and their customers pay many taxes and fees to a variety of authorities, both foreign and domestic. These taxes and fees are collected to provide for homeland security, environmental protection, agriculture inspection, infrastructure enhancement, airport and airway operations and maintenance, and agency financing.

One of the major agencies that receives financing from the collection of these taxes and fees is the FAA. The Airport and Airway Development and Revenue Act of 1970 established a dedicated trust fund for the FAA. The \$14 billion in annual excise tax revenues that go into this trust fund are principally derived from excise taxes collected from airlines and cargo carriers as well as taxes on air cargo waybills and aviation fuel purchases.

Over the years, U.S. and foreign taxes related to air transportation have grown in number, amount, and scope. The amount each individual pays in taxes and fees for a ticket varies according to itinerary, including the number of times a passenger boards a new flight and at how many different airports the passenger stops or connects through. According to Airlines for America, taxes on airlines and passengers have surged by 400 percent over the past 20 years. Since 1990, the number of aviation taxes and fees has increased from six to 17, and the amount of taxes and fees paid has increased from \$3.7 billion in 1990 to more than \$23 billion in 2016.

The total taxes and fees as a percentage of an average \$300

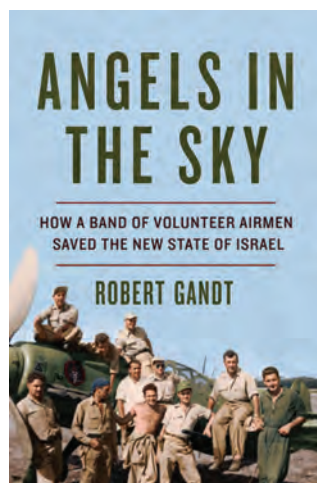
HAVE YOU READ?

ANGELS IN THE SKY HOW A BAND OF VOLUNTEER AIRMEN SAVED THE NEW STATE OF ISRAEL

By Capt. Robert Gandt
(Pan American/Delta, Ret.)

Dawn, May 15, 1948. The newly founded nation of Israel is celebrating its first day of statehood. The jubilation comes to a halt when bombs rain down on Tel Aviv. Five Arab nations swarm across Israel's new borders. Egyptian bombers and fighter planes fill the sky. The new nation has no allies and no regular army, navy, or air force. The extinction of Israel seems certain.

And then comes help. From overseas arrives a motley group of volunteers to fight for the besieged country. *Angels in the Sky* by aviation and military historian Robert Gandt is the amazing story of the men who risked every-



thing—careers, citizenships, their lives—to help save Israel. Though many were Jewish, many were not. They were young idealistic, and courageous World War II combat veteran pilots.

Defying the U.S. Neutrality Act, the volunteers smuggle contraband bombers, transports, fighters, and weapons into Israel. In one of the stranger ironies

of the war, young Jewish pilots strap into beat-up ex-Nazi Messerschmitts to fight Arabs flying British-supplied Spitfires. Even stranger, the volunteers receive their training behind the Iron Curtain in Czechoslovakia. In a series of swirling dogfights over the desert, the outnumbered young airmen achieve a stunning victory.

Included in the book are maps, artwork, a bibliography, a time line, photo section, and extensive notes to back up the author's research. *Angels in the Sky* is a real-life David-and-Goliath tale that reads like a fiction thriller. With the survival of Israel hanging in the balance, a band of Greatest Generation heroes fight against all odds to accomplish a miracle. They save a new nation.—Reviewed by Capt. Kathy Royer (United, Ret.)

PUBLISHER: W.W. Norton & Co.
PAGES: 421
AVAILABLE AT: All booksellers

Airport and Airway Trust Fund (FAA)	
Passengers	
Domestic passenger ticket tax	7.5 percent of ticket price
Domestic flight segment tax (excludes flights to or from rural airports)	\$4.10 per passenger per segment
Passenger ticket tax for rural airports	7.5 percent of ticket price (same as domestic passenger ticket tax) Flight segment fee doesn't apply
Tax on flights between the continental United States and Alaska or Hawaii (or between Alaska and Hawaii)	\$9.10 per passenger
International arrival and departure tax	\$18.30 per passenger
Tax on mileage awards (frequent-flyer awards tax)	7.5 percent of value of miles
Freight/mail	
Tax on domestic cargo or mail	6.25 percent on the price paid for transportation of domestic cargo or mail
Aviation fuel	
Domestic commercial fuel tax	4.4 cents per gallon
Domestic general aviation gasoline tax	19.4 cents per gallon
Domestic general aviation jet fuel tax	21.9 cents per gallon
Liquid fuel used in a fractional-ownership flight	14.1 cents per gallon
Environmental Protection Agency	
Leaking underground storage tank fuel tax (domestic)	0.1 cent per gallon
Department of Homeland Security	
September 11 th fee	\$5.60 per one-way
U.S. Animal and Plant Health Inspection Service passenger fee	\$3.96
U.S. Animal and Plant Health Inspection Service aircraft fee	\$225.00
U.S. Customs and Border Protection Customs user fee	\$5.65
U.S. Customs and Border Protection Immigration user fee	\$7.00
Local Airport Projects	
Passenger facility charge	Up to \$4.50 per airport

Source: FAA and ALPA's Economic & Financial Analysis Department analysis

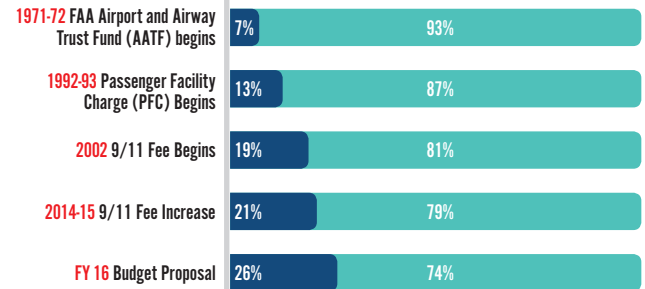
one-stop domestic roundtrip ticket equaled approximately 26 percent of the total ticket price in 2016. Comparatively, total taxes and fees for the same ticket amounted to 7 percent in 1972 and 19 percent in 2002.

All commercial and private aircraft operators pay federal excise taxes for transporting individuals or property by air. The federal excise taxes can be a percentage

tax, a fuel tax, or a combination of both.

The federal excise tax for transporting individuals is 7.5 percent of the ticket price paid for air transportation that begins and ends in the United States or the 225-mile zone (that portion of Canada and Mexico that isn't more than 225 miles from the nearest point in the continental U.S.) and is directly or indirect-

FEDERAL TAXES AND FEES OVER TIME FOR A \$300 ONE-STOP DOMESTIC ROUNDTRIP TICKET



Source: Airlines for America and ALPA Economic & Financial Analysis Department analysis

ly between two points in the United States, but only if the portion isn't a part of uninterrupted international air transportation (i.e., there isn't more than a 12-hour scheduled interval between arrival and departure at any point in the U.S.).

In addition to the percentage tax, there's a domestic flight segment tax on the air transport of individuals. The domestic flight segment tax of \$4.10 for 2018 is a per-passenger, per-segment tax that applies

to the domestic segments of a trip (e.g., the portion of a trip involving a single takeoff and landing), including flights within Alaska and Hawaii. For flights that begin or end in the U.S., there's a per-passenger head tax. The head tax assessed on passengers arriving from or departing to a foreign destination is \$18.30 per passenger on arrival and departure. For flights beginning or ending in Alaska or Hawaii, the head tax is \$9.10 per passenger.

MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	3/31/2017	3/29/2018	% CHG.	
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$34.25	\$54.40	58.83%	▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$16.05	\$23.32	45.30%	▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$5.27	\$7.42	40.80%	▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$195.15	\$240.11	23.04%	▲
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$42.30	\$51.96	22.84%	▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$45.96	\$54.81	19.26%	▲
Jazz Aviation	Chorus Aviation ¹	TSX: CHR.B	\$7.50	\$8.30	10.67%	▲
WestJet, WestJet Encore	WestJet Airlines Ltd.	TSX: WJA	\$22.80	\$23.70	3.95%	▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$20.61	\$20.32	-1.41%	▼
United	United Continental Holdings, Inc.	NYSE: UAL	\$70.64	\$69.47	-1.66%	▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$46.45	\$38.70	-16.68%	▼
Bearskin, Calm Air	Exchange Income Corporation ²	TSX: EIF	\$39.04	\$30.86	-20.95%	▼
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$53.07	\$37.78	-28.81%	▼
Alaska, Virgin America	Alaska Air Group, Inc.	NYSE: ALK	\$92.22	\$61.96	-32.81%	▼

¹ Chorus Aviation announced a monthly cash dividend of \$0.04 per Class A and Class B shares for March on March 20, 2018.

² Exchange Income Corporation declared eligible dividends of \$0.1825 per share for the month of March on March 16, 2018.



FLYING ABOVE THE NOISE

From left, F/Os Alex Cole (United), Jack Lux (FedEx Express), and Brendan Cantwell (Delta) promote ALPA's pilot-partisan agenda on Capitol Hill.

Advocating in our nations' capitals is always challenging—and never more so than now when partisanship, an endless cycle of shock news, and a looming election create gridlock in Washington, D.C., and Ottawa. Over the past several years, ALPA has been dedicated to expanding our reach and influence in Washington and Ottawa by building on our mission to schedule with safety and elevating our pilot-partisan brand. We've long been known for our expertise and profession-

alism and for our heft in the policy arena. Since defining our advocacy as pilot partisan, however, we've leveraged our advocacy prowess to be bigger, smarter, and more successful.

Pilot partisan means we're committed to developing relationships and backing more and more federal legislators who support pilots. We build relationships with decision-makers across the political spectrum—liberal, conservative, and everything in between. These relationships are based on a mutual

commitment to aviation safety, security, and the future of the airline piloting profession.

And the key to the success of our pilot-partisan agenda is pilots. Pilots are connecting as professional expert aviator constituents with their Members of Congress and Parliament. ALPA's team of pilot advocates allow us to fly above the noise in the quagmire of our nations' capitals to advance our agenda in a real way with those who make policy decisions that impact our careers.

FAA REAUTHORIZATION AND ADVANCING ALPA'S PILOT-PARTISIAN AGENDA

By ALPA Staff

It should come as no surprise that Congress seems to function only when faced with a looming deadline. When a legislative deadline can't be met, the result is usually a short-term extension to buy a little more time to work out remaining details. This is the case with the reauthorization of the FAA. The current authorization is now in its fifth extension, and the previous authorization had 23 extensions before a long-term bill was signed into law.

As this issue went to press, the U.S. House of Representatives had just concluded consideration of its FAA reauthorization bill, H.R. 4, the FAA Reauthorization Act of 2018, which passed by a vote of 393 to 13. After three years and spanning two Congresses, ALPA was largely pleased with the outcome of the House product.

However, despite ALPA's intense lobbying and the quick response of 22 percent of ALPA's members who opposed a provision that the Science, Space, and Technology Committee added to H.R. 4 for research and development of single-pilot commercial cargo operations with automation and remote piloting, the provision was included.

When the 114th Congress came to a close in December 2016, the Senate had passed a full FAA reauthorization bill. The House, on the other hand, was unable to get floor time for its version of the bill due to the controversial air traffic control (ATC) provision, which would have removed ATC operations from the authority of the FAA and replaced it with a quasi-governmental entity. As 2017 began, the

powerbrokers in Washington, D.C., were preparing for a new administration, and both the House and Senate were gearing up for numerous legislative opportunities and battles that were anticipated in the new Congress.

HELPING SHAPE HOUSE AND SENATE BILLS

As the dust settled after the inauguration of Donald Trump as the 45th president of the United States, ALPA's Government Affairs Department had already been meeting with the majority and minority staff of the transportation authorizing committees in both chambers to outline the Association's legislative goals for the 115th Congress—specifically the FAA reauthorization bills. ALPA's agenda was well received, and the Association played an active role in helping to shape the base text for both the House and Senate bills.

Both bills included safety enhancements that would benefit ALPA members and the traveling public. On the House side, the Association had the support of Rep. Bill Shuster (R-PA), the Transportation and Infrastructure Committee chair, in opposing any changes to current law with respect to first officer training and qualifications. On the Senate side, an amendment passed in committee that could weaken pilot training by creating alternate, less-rigorous pathways for first officer qualification.

The positives in the Senate bill were overshadowed by the inclusion of the amendment on first officer training. This amendment would have removed the academic requirements that the FAA



ALPA WINS IN H.R. 4

- H.R. 2150, the **Flags of Convenience Don't Fly Here Act**
- **Secondary cockpit barrier requirement on all new airliners**
- **Automatic acceptance of voluntarily reported safety reports (ASAP)**
- **Harmonization of lithium battery regulations with International Civil Aviation Organization standards**
- **Human Intervention Motivation Study (HIMS) authorization**
- **Continued funding for emergency airfields in the Pacific**
- **Funding for Essential Air Service**
- **New grant program for small community air service**
- **Harmonization of oxygen mask regulations with international standards**
- **More regulation of recreational drone operators**

determined were necessary to justify a reduction in the number of training hours for first officers. According to the FAA, "The reduction for graduates who receive bachelors or associate degrees with aviation majors was not based solely on the completion of ground and flight training for certification at a Part 141 pilot school. Rather, the reduction was based on the content and substance of a broader academic curriculum completed concurrently with ground and flight training for certification."

Many senators on the Commerce, Science, and Transportation Committee represent western and midwestern states with limited and often unreliable air service in rural areas. Unfortunately, local airport officials and regional air carriers are incorrectly attributing unreliable air service to a lack of pilots. Through

FAA REAUTHORIZATION TIME LINE

SEPT. 30, 2015

Previous FAA authorization expires

**OCT. 1, 2015—
MARCH 31, 2016**

First FAA extension

**MARCH 31, 2016—
JULY 15, 2016**

Second FAA extension

**JULY 15, 2016—
SEPT. 30, 2017**

Third FAA extension

**SEPT. 30, 2017—
MARCH 31, 2018**

Fourth FAA extension

**MARCH 31, 2018—
SEPT. 30, 2018**

Fifth FAA extension

ALPA's education and outreach on Capitol Hill, the Association is correcting this misconception and is also proactively working with individual congressional offices to assist them with their rural air service issues.

In the House, ALPA successfully advocated for two significant amendments that were added to the bill during consideration by the Transportation and Infrastructure Committee. The first amendment required secondary cockpit barriers on all new passenger airliners. The second amendment added the language from H.R. 2150, the Flags of Convenience Don't Fly Here Act. H.R. 2150 will help address the loophole created when the Department of Transportation approved Norwegian Air International's (NAI) request for a foreign air carrier permit. While the legislation would not affect NAI's permit, it would prevent others from following the airline's example. Both of these amendments garnered enough bipartisan support that they passed unanimously by voice vote.

CHANGING LEGISLATIVE LANDSCAPE

One of the most recent and significant changes to the legislative landscape this year was the decision of the House Transportation and Infrastructure chair to withdraw his proposal for moving ATC operations outside of the FAA to a not-for-profit, corporatized entity. This proposal had been met with considerable opposition from a majority of House Democrats, a large enough contingent of House Republicans, and the president to make passage of the bill unlikely with the ATC proposal included.

In the Senate, an equally important dynamic blocked action on its bill: resolute opposition to advancing the Senate bill with the first officer training amendment included. If the Senate bill is to move, the first officer training amendment will need to be dropped, which has been mentioned as a realistic means to advance the bill.

ALPA PRIORITIES

As a result of these developments, Congress is on its way toward a full FAA reauthorization measure that could be sent to the president. On April 27, the House passed H.R. 4, which contains many ALPA priorities, including secondary cockpit barriers on new passenger airliners, H.R. 2150 to stop flags of convenience, automatic acceptance of voluntarily reported safety information, authorization of the Human Intervention Motivation Study (HIMS) program, lithium battery harmonization, UAS regulation, and authorizations for the Essential Air Service program and Pacific island reliever airports, among other things. A provision was adopted unanimously by amendment to harmonize oxygen mask regulations with international standards to require their use above 41,000 feet.

Notably, the bill didn't include any changes to pilot training and qualifications despite repeated calls for rollbacks to those safety regulations. The bill also didn't include any changes to labor law, though an eleventh-hour attempt was

made by the airlines' trade association to preempt state laws related to pay and scheduling. ALPA was able to garner enough opposition to the proposal, which would have eliminated flight crew ability to utilize state laws related to kin care, family and medical leave, etc. As a result, the amendment was withdrawn. H.R. 4 also didn't include any changes to pilot mental-health screening, cameras in the cockpit, or foreign ownership or cabotage rules.

As noted, the provision added to H.R. 4 through an amendment offered by Reps. Matt Cartwright (D-PA), Jack Bergman (R-MI), and Brian Fitzpatrick (R-PA) shortsightedly allows for the research and development of single-pilot commercial cargo operations with automation and remote piloting. This amendment wasn't made in order by the Rules Committee, and a vote to strike this provision of the bill (Section 744) wasn't allowed.

A separate amendment was offered by Reps. Steve Cohen (D-TN) and Rob Woodall (R-GA) to allow third-party entities to obtain pilot driver's license records to facilitate employment background checks. ALPA objected to potential breaches of privacy, and the amendment was modified before it passed by voice vote.

An amendment by Jennifer Gonzalez-Colon (R-PR) was intended to open Puerto Rico to cabotage in order to develop a cargo hub in San Juan. After opposition and consultation from ALPA, the Gonzalez-Colon amendment that was voted on was a noncontroversial study of transportation opportunities in Puerto Rico.

Senate action on a bill is expected later this spring/summer. Passing major legislation in an election year is always a difficult task, but a looming deadline often helps motivate Congress to act. ALPA is committed to working with the House and Senate to achieve the Association's priorities for FAA reauthorization and in doing so promote a safe and secure pilot-partisan agenda. ✈

AMENDMENTS TO H.R. 4

- **Rep. DeFazio to Allow Regulation of Lithium Batteries**

DEFEATED 223–192

4 Democrats voted wrong, 10 Republicans voted right

- **Rep. McClintock to Eliminate Essential Air Service**

DEFEATED 293–113

- **Rep. DeFazio to Regulate Hobby UAS**

ADOPTED UNANIMOUSLY BY VOICE VOTE



AVIATION SECURITY AND UNDECLARED HAZARDOUS MATERIALS: CONGRESS TAKES ACTION ON ALPA PRIORITIES

By ALPA Staff

ALPA continues to advocate for improvements to aviation security with Congress and the Trump administration. Recently, the Association secured several victories on the security front, and ALPA continues to educate Members of Congress and their staff on the need for enhanced security throughout the U.S. airspace system.

AIR CARGO SECURITY BILL

ALPA applauds the recent passage of H.R. 4176, the Air Cargo Security Improvement Act of 2018, in the U.S. House of Representatives. Air cargo security remains a major concern, and the bill is a success on many fronts. This legislation directs the Transportation Security Administration (TSA) to establish an air cargo security division within the department; conduct a feasibility study regarding expanding the use of computed tomography technology to screen air cargo transported on passenger aircraft, including a two-year test program; and authorizes a comprehensive review of the Certified Cargo Screening Program as well as the Known Shipper Program.

The House also passed the Department of Homeland Security Authorization Act of 2017, which created a working group to study standards for breeding and training explosive-detection canines for aviation security as well as an airport perimeter and access control study that ALPA supported. Air cargo security continues to be a top priority for ALPA, and this legislation rec-

ognizes the need for continued improvements within the TSA to address potential threats to aviation.

FFDO PROGRAM

Since the passage of the Arming Pilots Against Terrorism Act in July 2002, pilots have been trained and deputized to serve as law enforcement officers in airline cockpits as part of the Federal Flight Deck Officer (FFDO) program. ALPA is committed to the support and funding of this program. Included in the recently passed FY 2018 Omnibus Appropriations Act of 2018, the FFDO program will receive a slight funding boost, up to \$23,881,000, to properly train pilots as the last line of defense on U.S. airliners. This funding ensures the continued success of the U.S. government and industry partnership to aid in protecting the airline industry.

SIDA/PERIMETER SECURITY

The safety and security of airports remains a chief concern for the Association, and ALPA continues to advocate and educate Congress on the need to expand security identification display area (SIDA) protections to include cargo areas. Airport perimeters are very difficult to protect; however, the FY 2018 Omnibus Appropriations Act included an amendment providing \$10 million in funding to the TSA to conduct research on, analyze, and test existing airport perimeter-intrusion technology. This amendment will provide better information to airports on how to

improve security.

UNDECLARED HAZARDOUS MATERIALS

Addressing the dangers associated with the shipment of undeclared hazardous materials continues to be one of ALPA's top priorities. These parcels—including liquids, flammables, and other materials—shipped on commercial aircraft without proper labeling, packaging, and declarations could catch fire once on board. While the Department of Transportation (DOT) tracks incidents in which hazardous materials shipments create safety hazards, such as a leaking package or other type of external evidence that the package is a safety concern, there are no official estimates of what percentage of parcel shipments contain undisclosed hazardous materials. This presents a significant safety risk. In 2017, the DOT received 1,082 reports of such incidents, and 479 of these involved undeclared hazardous goods.

ALPA continues to advocate for the screening of undeclared hazardous materials and is working with Congress to authorize a study to determine the extent of which these materials are shipped by air to identify ways to minimize this risk. The Association is also advocating that the study be included in the upcoming 2018 FAA reauthorization bill in the Senate. In addition, ALPA is engaging with the Pipeline and Hazardous Materials Safety Administration and other federal agencies on collaborative ways to address the risk that undeclared hazardous goods pose. [✈](#)

INTERNATIONAL HOT-TOPIC ISSUES



By ALPA Staff

THESE TWO HOT-BUTTON ISSUES ARE AMONG THE LEGISLATIVE AND REGULATORY PRIORITIES THAT ALPA IS WORKING TO ADVANCE IN 2018.

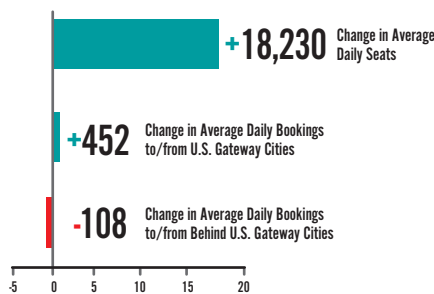
OPEN SKIES AGREEMENTS: SAFEGUARDING FAIR COMPETITION

The United States has Open Skies agreements with more than 120 partners. All these agreements are working as intended to expand international markets for U.S. airlines and their workers—except for two. The United Arab Emirates (UAE) and Qatar have violated the “fair and equal opportunity to compete” requirements of their agreements with the United States by subsidizing with more than \$50 billion their state-owned airlines, Emirates, Etihad Airways, and Qatar Airways.

The massive subsidies that the UAE and Qatar give their airlines not only violate their Open Skies agreements, but they directly threaten American businesses and the jobs of U.S. aviation workers. The subsidies allow Emirates, Etihad, and Qatar to do business internationally with enormous economic advantages over U.S. airlines and without the need to make a profit.

Earlier this year, the Trump administration took steps to end Qatar’s unfair trade practices and protect fair competition and American jobs. In a nonbinding agreement with the government of Qatar, the U.S. government secured several important pledges that, if fulfilled, would help restore fair competition. For example, the Qatari government has agreed that its state-owned airline will bear the cost for operating into and out of its home airport, Hamad International, as U.S. airlines are required to do at their home airports. Qatar has also stated that it has no current intention that Qatar Airways will operate so-called Fifth Freedom flights to the United

Change in Average Daily Seats and Average Daily Origin & Destination Bookings Between U.S. Cities and Dubai, Doha & Abu Dhabi, 2008–2017



SOURCES: MIDT and OAG

U.S. GATEWAY CITIES INCLUDE New York City; Washington, D.C.; Houston; Los Angeles; Chicago; San Francisco; Boston; Dallas-Fort Worth; Miami; Seattle; Philadelphia; Orlando; and Atlanta

States. ALPA is watching closely to see whether Qatar delivers on these pledges.

The Trump administration’s actions are encouraging regarding Qatar’s subsidies, but it must now enforce the U.S. Open Skies agreement with the UAE to also end its government subsidies that unfairly benefit its state airlines, Emirates and Etihad. The U.S. State Department and the Department of Transportation have entered dialogue with the UAE to discuss the subsidies, signaling the potential to restore fair competition.

ALPA will continue to track developments and work with Members of Congress regarding the U.S. government’s talks with the UAE and the pledge received from Qatar to ensure that U.S. Open Skies agreements are enforced and U.S. workers have a fair opportunity to compete in the global marketplace.

UPHOLDING THE FLY AMERICA ACT

The Fly America Act protects U.S. pilot jobs by generally requiring passengers whose travel is paid for by the U.S. government to fly on U.S. airlines. The act is intended to help improve the economic and competitive positions of U.S. flag carriers against foreign airlines. The General Services Administration (GSA), the arm of the government responsible for implementing Fly America, has allowed U.S. carriers to use their code-share flights with foreign carriers to carry U.S. government passengers without limitation. Delta and Air France or United and Lufthansa are allowed to carry Fly America traffic. However, airlines that do *not* and *cannot* currently fly long-haul service are allowed to code share without limitations with foreign competitors for Fly America travel with U.S. taxpayer dollars.

The price of admission for U.S. airlines to bid for Fly America travel is that they must participate in the U.S. Air Force’s Civil Reserve Air Fleet (CRAF)—a program that uses aircraft from U.S. airlines that have contractually committed to support U.S. military airlift requirements in times of crisis. The most valuable type of airplane for CRAF use is long-haul international aircraft that can move large numbers of troops and cargo to distant points around the world.

In 2016, the GSA awarded the Fly America contract for travel on the Washington, D.C. (IAD)–Dubai (DXB) route to JetBlue, an airline that currently doesn’t have any aircraft capable of flying the route. JetBlue is only able to operate this route through a code-share agreement with Emirates. Although this arrangement benefits the airline’s bottom line, it doesn’t benefit JetBlue pilots or flight attendants. In the past, United was awarded the contract to carry government traffic on this route and operated it with its own airplanes and pilots. By undermining the U.S. international air fleet available to CRAF, U.S. security is put at risk.

ALPA is responding to this threat by working with Congress and the airline industry. The Association is urging the U.S. government to live up to the letter and spirit of the Fly America Act to keep U.S. aviation careers safe and the nation secure. ✈

FIRST OFFICER QUALIFICATION REGULATIONS MUST NOT BE ERODED

ALPA: SAFETY CAN'T BE NEGOTIATED

By ALPA Staff

For the last few years, ALPA has had to fight off an effort to roll back safety regulations from some U.S. airlines and special-interest groups. Misusing an economic argument to influence a safety regulation, this collective group has claimed that canceled flights, dropped routes, service cuts to rural communities, and even filing for bankruptcy protection are the direct result of increased safety regulations put into place August 2013. These regulations require that all airline first officers meet higher qualifications—including past flight experience—than those that were previously in place for decades.

It's interesting to note that these same airlines and organizations that are now attempting to roll back safety regulations initially supported the regulation changes put forth in the Airline Safety and Federal Aviation Administration Extension Act of 2010. However, instead of focusing on needed changes to fundamental issues associated with their business models (their inability to find pilots has to do with substandard wages, a grueling work-life balance, and uncertain career advancements), airlines and special-interest

9,500+
ATPs
ISSUED

THE NUMBERS CONFIRM THERE'S NO SHORTAGE OF QUALIFIED PILOTS

In 2016 the FAA issued more than 9,500 ATPs, compared to the 3,500 to 4,000 pilots U.S. airlines hired that year.

3,500 to 4,000
U.S. AIRLINE PILOTS HIRED

groups fixated on airline profits want to weaken these standards that they claim have created a pilot shortage. Yet no reliable data exist to support these positions. In fact, the data prove just the opposite.

A ROBUST PILOT PIPELINE EXISTS

According to the U.S. Government Accountability Office, there's an adequate supply of current qualified pilots and a robust pipeline of pilots to meet future airline industry needs. The agency noted that in 2016 the FAA issued more than 9,500 ATP certificates, which includes more than 2,100 R-ATP certificates. "In 2016, U.S. airlines hired between 3,500 and 4,000 pilots, which is considerably fewer than the number of pilots who were qualified to fly for airlines that year," commented the Association.

FLIGHT-TRAINING ENROLLMENT IS ON THE RISE

Student enrollment at several accredited universities with flight training programs is significantly higher this year compared to last year. Students enrolled at these accredited aviation colleges and universities are taking advantage of the R-ATP pathway to become airline pilots. After completing a two- or four-year university degree program, these students are accumulating 12–18 months of flying experience as flight instructors and corporate, cargo, or charter pilots before progressing to airline flying. The hours and experience garnered in these commercial flight environments are essential to becoming well-trained, experienced, and fully qualified airline pilots.

THE SAFETY RECORD

ALPA has underscored that the regulations passed in the Airline Safety and Federal Aviation Administration Extension Act of 2010 to improve training and update certificate type-rating requirements have vastly contributed to

advancing airline safety. “Flying experience enables pilots to learn how to gather information through their senses about their environment and their aircraft,” said Capt. Tim Canoll, ALPA’s president, during recent testimony before the Aviation Subcommittee of the U.S. House of Representatives Committee on Transportation and Infrastructure. He observed that these real-world experiences can’t be simulated, noting that an airline pilot could encounter unexpected turbulence or dynamically changing weather conditions, multiple flights simultaneously communicating on the radio, and an engine malfunction all at the same time. “Today’s simulators, while good at training procedures and system operations, can’t replicate the complexity of airline flight,” Canoll remarked.

ALPA’s president affirmed that the best and most important safety feature of any airline operation is a well-trained, fully qualified, and highly experienced professional flightcrew member. The

safety record speaks for itself—since the training and qualifications requirements were changed in 2010, there has not been a single pilot training-related fatality on U.S. passenger airlines.

PROFITABILITY DETERMINES AIRLINE SERVICE

Where airlines choose to operate is driven by several variables, including passenger demand, appropriately sized aircraft in their fleets, economic incentives, and access to terminal space and ground services and equipment. Like any other business, airlines must decide where they’re able to profitably provide air transportation. Airlines change service levels to airports on a regular basis. As just one example, late last year Southwest Airlines announced that it would end service to Flint, Mich. In announcing the change in service, the airline was clear about its reason: the airport wasn’t a good business fit. It comes down to one basic fact: airlines make operation-

al decisions based on the profitability of each route.

Some airlines and local airport officials, however, are incorrectly attributing a lack of air service to a shortage of pilots. ALPA has reiterated time and again that “safety regulations shouldn’t be driven by the economic goals of airlines,” noting that some carriers believe that safety can be negotiated.

Through ALPA’s education and outreach on Capitol Hill, the Association is correcting this misconception and is also proactively working with Members of Congress to find solutions to maintain air service to these small communities.

“Rolling back first officer qualification regulations and pilot training requirements to fix business-related problems and increase profits is not acceptable,” asserted Canoll. “ALPA will continue to defend against any actions that could erode these life-saving airline safety standards.” ✕

ALPA SUPPORTS THE PROMOTING WOMEN IN AVIATION WORKFORCE ACT

On Dec. 18, 2017, Sens. Susan Collins (R-ME) and Tammy Duckworth (D-IL) introduced S. 2244, the Promoting Women in Aviation Workforce Act.

Although women make up more than 50 percent of the nation’s workforce, they’re currently underrepresented in the aviation industry, representing only 6 percent of airline pilots.

S. 2244 will establish an advisory board at the FAA, composed of aerospace, business, nonprofit, and Civil Air Patrol representatives to better ensure that the industry is promoting programs that provide for the education, training, and recruitment of women into this growing field. The bill



SEN. SUSAN COLLINS

“Although women make up more than 50 percent of our nation’s workforce, they’re significantly underrepresented in the aviation industry, representing just six percent of pilots, four percent of flight engineers, and two percent of airline mechanics. Our bipartisan legislation encourages the aviation industry to offer opportunities, such as pilot training, STEM education, and mentorship programs that would help women to pursue and succeed in aviation-related careers.”

—SEN. SUSAN COLLINS (R-ME)

also expresses that industry stakeholders should explore the possibility of providing or expanding opportunities, such as pilot training, STEM education, and mentorship programs, which will help women from a young age learn about and prepare for a career in aviation.

Companion legislation, H.R. 4673, that was introduced in the U.S. House of Representatives by Reps. Elizabeth Esty (D-CT), Jackie Walorski (R-IN), Cheri Bustos (D-IL), and Mimi Walters (R-CA) was recently passed.

ALPA is urging Congress to pass this important legislation as the Association continues to promote constructive ways to encourage women to enter the aviation profession.



SEN. TAMMY DUCKWORTH

“When I was training to become a pilot, it was rare to see another woman in my class. Although some progress has been made to help women enter the aviation field, we’re still dramatically underrepresented among pilots, and we need to do more.”

—SEN. TAMMY DUCKWORTH (D-IL), one of the first female soldiers in the Army to fly combat missions during Operation Iraqi Freedom



FROM ATOP PARLIAMENT HILL

By ALPA Staff

ALPA's Canadian members are represented in Ottawa, Ont., through engagement with parliamentarians, government officials, and industry stakeholders. The Association's reputation as the world's largest aviation safety and security organization is actively promoted to decision-makers and aviation influencers through regular meetings with department officials, participation at parliamentary committee hearings, and through industry partner-

ships and networking.

Continued advocacy ensures that the concerns and priorities of the airline piloting profession are reflected in legislation, regulatory changes, and/or policy decisions that impact aviation safety and security throughout all segments of the aviation community.

During the past year, there has been considerable advocacy and representation activity regarding federal legislative and regulatory initiatives affecting Canadian airline pilots and the airline industry.

BUILDING RELATIONSHIPS

ALPA continues to build upon its existing relationships while forging new ones. The Association regularly engages with Transport Minister Marc Garneau to further pursue strategic priorities, including flight-time/duty-time regulations, UAS/UAV policies, unsafe laser usage, non-passenger screening/RAIC, user fees and taxes, Safety Management Systems, and legislation affecting Canadian pilots.

ALPA also continues to have ongoing discussions with Minister of Employment, Workforce Development, and Labour Patty Hajdu to address other important issues affecting ALPA members such as representation/collective bargaining and pilot supply (see page 7).

In addition, the Association engages regularly on behalf of its Canadian members with the Canada Industrial Relations Board; the Canadian Air Transport Security Authority; the Federal Mediation and Conciliation Service; NAV CANADA; the Royal Canadian Mounted Police; Immigration, Refugees, and Citizenship Canada; and the Transportation Safety Board.

LEGISLATION

Bill C-4—An act to amend the Canada Labour Code, the Parliamentary Employment and Staff Relations Act, the Public Service Labour Relations Act, and the Income Tax Act

On June 19, 2017, Bill C-4 passed and received Royal Assent. The bill removes the mandatory secret-ballot vote implemented by Bill C-525 and restores the bargaining agent certification and decertification procedures to the former card-check model. The bill also repeals the reporting requirements for labour organizations and trusts introduced in the Income Tax Act by Bill C-377. This was welcome news to ALPA regarding ongoing and future organizing endeavours.

Bill C-49—An act to amend the Canada Transportation Act and other acts regarding transportation and to make related and consequential amendments to other acts (the Transportation Modernization Act)

This omnibus bill, introduced in the House of Commons on May 16, 2017, by Minister Garneau, contains legislative changes that primarily affect the rail and aviation sectors.

Regarding the aviation sector, the bill proposes to create new regulations that mandate the Canadian Transportation Agency (CTA) develop a passenger bill of rights that would include plain language

about carriers' obligations and how to seek compensation/file complaints. The regulations will create standards for treating passengers regarding flight delays, cancellations, and overbookings, including appropriate compensation. C-49 also proposes to increase the percentage of voting interest that non-Canadians may own and control in an airline while retaining the airline's Canadian status and establishes specific limits related to such interests. A new process for authorizing joint ventures between air carriers, which takes into account competition and wider public-interest considerations that establish clear time lines for rendering a decision, is also contained in the proposed legislation.

Of interest to the aviation sector, the bill amends the Railway Safety Act to require the installation of locomotive voice and video recorders (LVVRs) in locomotive cabs, with prescribed limits for the use of data obtained through LVVRs.

C-49 is currently in the House of Commons with suggested amendments from the Senate. Members of the House of Commons will consider accepting or rejecting the amendments, at which point the bill will be sent back to the Senate for consideration. The bill will likely pass and receive Royal Assent before Parliament's summer recess.

During the Senate process, the Senate Standing Committee on Transport and Communications conducted a lengthy and thorough study of the bill, with a large number of stakeholders invited to the various meetings to provide expert witness testimony and submissions. Capt. Dan Adamus (Jazz Aviation), ALPA Canada president, was invited to comment on behalf of ALPA and the Canadian piloting profession. His comments focused on captain's authority in regards to a passenger bill of rights and on ALPA's position regarding image recorders on the flight deck in the context of the installation of voice and video recorders proposed for locomotives in the legislation.

Adamus's submission to the committee can be viewed at https://sencanada.ca/content/sen/committee/421/TRCM/Briefs/AirLinePilotsAssociation_e.pdf.

REGULATIONS

Fatigue Management (flight-time and duty-time regulations)

On July 1, 2017, the federal government released its proposed update of fatigue management regulations for the Canadian



A view of Parliament Hill from across the Ottawa River.

airline industry in *Canada Gazette I*.

The Safer Skies Coalition, which represents approximately 9,000 Canadian pilots, was formed in May 2017 to inform and influence the decision-making process to improve and strengthen the federal government's flight-time and duty-time regulations. The coalition delivered its response to the government's proposed regulations on Sept. 29, 2017, after months of meeting with federal government officials and parliamentarians.

The coalition's activities include a reception for parliamentarians on Parliament Hill; an ongoing SaferSkies.ca ad campaign that began in spring 2017; a House of Commons petition calling on the Transport minister to protect the safety of passengers, flight crews, and the public by amending the proposed flightcrew fatigue-management regulations to reflect the coalition's concerns; and ongoing meetings and discussions with parliamentarians and government officials regarding pilot fatigue.

The government has signaled to industry that final regulations will be published in the *Canada Gazette II* this June. Although several of the proposed changes are a marked improvement over the current fatigue regulations, it remains to be seen in the *Gazette II* version of the regulations whether a sufficient number of ALPA's outstanding concerns have been addressed.

For more information about the coalition and its advocacy activities, visit www.safer skies.ca.

To view the federal government's proposed fatigue regulations, access

www.gazette.gc.ca/rp-pr/p1/2017/2017-07-01/html/reg2-eng.html.

CTA HEARING INTO TARMAC DELAYS

Late last summer, the CTA held a public oral hearing in Ottawa as part of its inquiry into the tarmac delays involving two Air Transat flights on July 31, 2017, at Ottawa Macdonald–Cartier International Airport. During the proceedings, the CTA considered Air Transat's proper application of its tariff during the incidents and whether Air Transat's applicable tariff provisions were reasonable.

Adamus appeared before the inquiry to address and reinforce captain's authority. He discussed the role of the captain and his or her ultimate responsibility for the safety and security of the passengers and crew during the operation of a flight, including during tarmac delays.

To view Adamus's testimony, go to www1.webcastcanada.ca/stream/cta/day2-2-eng.php.

The CTA's determination and investigative report can be found at <https://otc-cta.gc.ca/eng/2017-air-transat-tarmac-delay-inquiry>.

STUDY ON AVIATION SAFETY

The House of Commons Standing Committee on Transportation, Infrastructure, and Communities conducted a study on aviation safety in Canada. The study examined specific themes and subjects such as personnel issues, enforcement and monitoring of legislation, equipment and infrastructure, flight operations, accident intervention, and airport security. Adamus appeared before the committee to provide witness testimony.

The full committee report can be accessed at www.ourcommons.ca/DocumentViewer/en/42-1/TRAN/report-14/.

To view the full government response, visit www.ourcommons.ca/content/Committee/421/TRAN/GovResponse/RP9165230/421_TRAN_Rpt14_GR/421_TRAN_Rpt14_GR-e.pdf.

ON THE HORIZON

With the next federal election set for fall 2019, ALPA is advancing its pilot-partisan agenda in Ottawa by making its collective voice heard through engaging with Members of Parliament, government officials, and industry stakeholders. The Association will continue to ensure that ALPA is seen as the leading advocate and representative for the Canadian professional airline pilot. ✕



WANT TO BE A PILOT-PARTISIAN DISTRICT ADVOCATE? HERE'S HOW.

By ALPA Staff

District advocates work to advance ALPA's pro-pilot agenda and are an essential part of ALPA's legislative strategy. They're leaders in their local communities and speak with authority on pilot-partisan issues—both to their elected officials and to fellow ALPA members. **BE A DISTRICT ADVOCATE BY...**



● BUILDING RELATIONSHIPS WITH GOVERNMENT LEADERS

Work to develop strong relationships with Members of Congress and Parliament.

Capt. Phil Prada (Spirit), left, and F/O Andrew Van Sickle (Spirit), right, meet with Rep. Paul Ryan (R-WI), speaker of the House of Representatives.



● MEETING WITH YOUR ELECTED OFFICIALS

Deliver the pilot-partisan message to your senators and representatives.

F/O Lauren Metz (Delta) and F/O Robert Kovner (Delta) engage with Rep. Joe Crowley (D-NY), left.



● SUPPORTING ALPA'S LEGISLATIVE ISSUES

Show your activism!

F/O Costas Sivyllis (United) shows his support for H.R. 2150, the Flags of Convenience Don't Fly Here Act.

● ENGAGING THROUGH SOCIAL MEDIA

Connect with your elected leaders on social media.

TOP: Sen. Lisa Murkowski (R-AK) visits the cockpit to talk with F/O Joseph Leman (Alaska), left, and Capt. Skip Haase (Alaska).

ABOVE: From left, F/O Phil Anderson (United), Rep. Dan Lipinski (D-IL), and Capt. Scott Batzel (United) pose for a photo.

TAKE ACTION

Please indicate some of the most pressing issues in aviation safety today. Share Ottawa and you support better ideas by sending a letter of support using the form below.

Name: _____

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The Honourable Marc Genoux, P.C., M.P., C.C., C.D.
Minister of Transport
House of Commons Ottawa, Ontario
K1A 0A6

● PARTICIPATING IN CALLS TO ACTION

Let your voice be heard! Complete Calls to Action directed at your Members of Congress and Parliament to highlight critical legislative issues affecting your profession and industry.



● JOINING ALPA-PAC TO SUPPORT PILOT-PARTISIAN CANDIDATES

Strengthen the pilot-partisan majority in Congress by backing Members of Congress who get behind ALPA.

From left, Capt. Doug Mattson (United), F/O Joe Morowitz (United), and F/O Alex Cole (United) meet with Sen. Tammy Duckworth (D-IL).



● GETTING TO KNOW YOUR MEMBER OF PARLIAMENT AND STAFF

Developing and cultivating strong relationships with Members of Parliament is necessary to spread the pilot-partisan message.

Capt. Brian Shury (Jazz Aviation), ALPA Canada vice president, speaks to Canadian Members of Parliament Dianne Watts, South Surrey-White Rock (far left), and Alice Wong, Richmond Centre (far right), about the need to update Canada's flight-time/duty-time regulations.

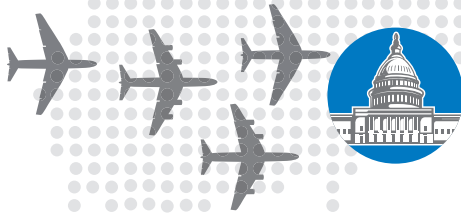
GET INVOLVED!

You can positively affect the airline industry and your career by getting involved with ALPA's pilot-partisan agenda. Contact ALPA's grassroots coordinator at **Vanessa**. Kermick@alpa.org or visit www.alpa.org/ateam for more information about ALPA's advocacy programs.

WE NEED A STRONG ALPA-PAC TO PROTECT OUR CAREERS!

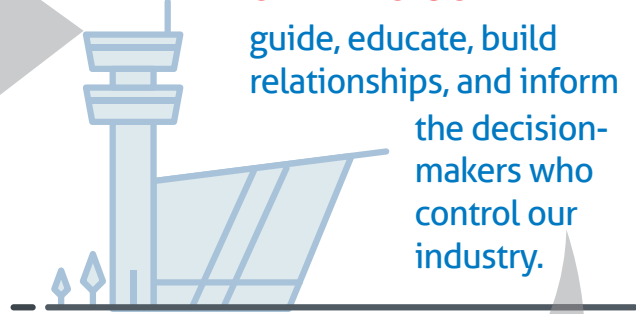
MEMBERS OF CONGRESS FLY THOUSANDS OF MILES EACH YEAR ON OUR AIRCRAFT TO AND FROM WASHINGTON, D.C.

But not all of them know about the issues that affect our careers.



ALPA-PAC HELPS US

guide, educate, build relationships, and inform the decision-makers who control our industry.



SINCE OUR PILOT-PARTISIAN CHAMPIONS IN CONGRESS CAN'T RETAIN THEIR SEATS FOREVER,

the PAC helps us identify our next champions before they land in Congress.

ALPA-PAC ALLOWS US TO PLAN FOR OUR FUTURE.

The more robust our PAC, the better we're able to fill Congress with pilot-partisan champions who'll support our priorities.



BACK THE PAC!

VISIT WWW.ALPA-PAC.ORG TO LEARN MORE.

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FROM THE PRESIDENT

In 2017, the Air Line Pilots Association Political Action Committee (ALPA-PAC) had its best year ever, raising more than \$2.23 million from 12,291 ALPA members. These ALPA pilots saw the importance of having a political voice in Washington, D.C. Their voluntary contributions to ALPA-PAC helped build relationships with the decision-makers who control our careers.

Though the political environment in Washington has grown more and more partisan, ALPA-PAC continued to set the standard for bipartisanship with our contributions split nearly 50/50 between Democrats and Republicans. We know that personal political beliefs can differ drastically from pilot to pilot. But for ALPA-PAC to effectively represent our interests, it's essential for us to work with all elements of the political spectrum. Our issues find consensus between the far left and the far right. To update an old cliché, politics makes strange lie-flat-seat bedfellows.

As you've seen throughout this issue of *Air Line Pilot*, the careers of line pilots continue to face a barrage of both opportunities and threats.

ALPA-PAC helps our union navigate these turbulent times in Washington, giving us a political voice when we need it most. Supporting the PAC equates to protecting our profession, and I want to thank the thousands of ALPA pilots who backed the PAC last year and made our political work possible. You'll see the names of all the ALPA members who made voluntary contributions of at least \$100 in 2017. I hope you'll join me in thanking them.

The 115th Congress has been defined by its ups and downs. ALPA has worked to reauthorize the FAA, close the newly created flag-of-convenience loophole, end the illegal subsidies going to certain Middle Eastern carriers, and protect the future of our profession, as well as the safety and security of our airspace. Our victory on all these issues and many more depends on the strength of our PAC. I again thank the men and women listed on the following pages for their generosity. It allows us to create a pilot-partisan future.

Sincerely,

Capt. Tim Canoll
President,

Air Line Pilots
Association, International



THE PILOT-PARTISAN AGENDA

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T.R. Fuhrman	K.R. Goodwin	I.M. Hamlyn	S.B. Henry	J.D. Houston	J.A. Janka	T.V. Keohane	M.R. Kuester
M.R. Fuller	M.D. Goodwin	B.G. Hammond	RA. Herman	T.J. Howard	P.G. Janyska	R.H. Keranen	B.C. Kugler
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A.E. Johnson	M.V. Kirkner	V.G. Lappano	J.L. Long	M. McCord	M.E. Mitchell	R. Nichols	R.A. Paul
A.S. Johnson	P.C. Kisling	J. LaRosa	S. Losavio	M.H. McCormick	D.G. Mitsch	R.R. Nicolas	K.B. Paulson
J.M. Johnson	A.J. Kittleson	R.C. Larratt	K.T. Loughrin	M.J. McCracken	G. Mladsi	B.J. Nicolich	P.W. Pearce-Percy
L.J. Johnson	J. Kiyokawa	D.C. Larsen	R.E. Lovlie	J.K. McCrone	D. Mochocki	G. Niebergall	M.N. Pearson
W.R. Johnson	R.R. Kjerstad	D.R. Larson	G.M. Lowe	A.D. McCulloch	G.C. Molidor	P.C. Nielsen	J.L. Pedata
Z.K. Joice	L.S. Klauer	J.A. Larson	R.M. Lowe	A.F. McCullough	S.H. Moloney	W.J. Nielsen	J.D. Pederson
B.C. Jones	J.H. Klinker	K.S. Larson	S.N. Luci	C.R. McCullough	S.D. Moltzan	M.L. Niemann	J.A. Peek
M.J. Juetten	B.J. Klipp	M.J. Larson	T.B. Lucius	M. McDermott	R.M. Mondora	W.M. Niemi	J.P. Pellegrino
J. Jui	K.M. Kmetz	T.A. Larson	W.C. Lucius	J. McDonald	D.L. Montgomery	C.C. Nightingale	P.V. Pellegrino
B.I. Kaiser	J.K. Knight	J.A. Lascurain	P.N. Lucken	M.K. McDonough	A.P. Monthie	H.T. Niles	K.M. Pellicore
J.P. Kallet*	T.L. Knight	T.H. Latorre	L.T. Lumpkin	J.G. McElligott	W.A. Mooney	K.A. Nixon	M.N. Penning
B. Kalom	B.J. Knopsnyder	J.J. Laven	R.E. Lutes	O.P. McElligott	D.C. Moore	S.P. Noll	D.K. Pennington
K.W. Kaltenbach	J.T. Knudsen	M.J. Law	M.B. Luther	T.J. McEntee	J.C. Moore	K.R. Noojin	W.J. Pennington
D.K. Kamps	P.T. Koch	B.W. Lawrence	E.M. Lybarger	J.S. McFarland	J.S. Moore	N.J. Novo	P.S. Perdue
M.B. Kane	J.A. Koehl	C.A. Lawrence	K.E. Lynch	M.J. McGagh	T.G. Morey	C.J. Nowicki	L.A. Perez
T.C. Kane	D.T. Koeth	S.D. Lazewski	R.B. Lynch	J.J. McGalliard	E.C. Morgan	M.J. Nywening	R.A. Perez
T.F. Kapikian	K.W. Kohl	S.C. Lazier	G.R. Maatz	S. McGough	L.B. Morgan	T.F. O'Boyle	A.B. Pernel
S.M. Kapner	N.S. Koizumi	W.A. Leake	S.T. Mabrey	B.J. McGreen	N.W. Morgan	T.J. O'Brien	C.D. Perry
M.W. Kappes	K.P. Kokal	M.F. Lee	S.R. MacDonald	B.T. McHugh	K.J. Morris	S.P. O'Connor	B.A. Pete
L.C. Karcher	K.A. Kolb	S.P. Lee	A.R. Macino	J.S. McKain	T.W. Morrison	M.W. O'Neal	R.R. Petersen
B.T. Karren	D.A. Kolton	W.P. Lee	R.A. Mack	J.A. McKenna	D.W. Morrow	G.B. O'Neill	J.M. Peterson
R.J. Kashur	A.A. Konopka	R.M. Lehman	D.J. Madden	M.R. McKenney	D.J. Moses	K.W. O'Neill	K.S. Peterson
B.G. Kasperbauer	W.H. Konrad	L.K. Leimer	B.I. Maddox	K.P. McKetta	W.E. Mosley	C.N. O'Keefe	T.M. Peterson
K.L. Katte	G.J. Kons	N.K. Leming	J.D. Magnani	C.E. McKinney	L.B. Moss	C.S. O'Brien	C.O. Petri
J.R. Katz	J.L. Kosich	D.J. Lemoine	R.J. Maher	T.J. McLeod	L.D. Mote	D.A. Odell	B.H. Phelps
T.K. Kaufman	J.K. Kost	F.C. Lenihan	W.J. Maher	E.S. McManamay	D.D. Moyer	M.B. O'Grady	J.A. Phelps
D.A. Keehn	G.M. Kowalski	P.M. Lents	F.D. Malko	D.J. McMichael	N.T. Mueller	J.A. O'Grady	E.R. Phillips
L.A. Keen	M.S. Krajewski	R.B. Lentz	J.C. Malone	M.C. McMillin	J.D. Muellner	M. Olczyk	M.T. Phillips
T.R. Keine	K.W. Kralej	M.R. Lenzi	P.B. Malone	M.A. McRedmond	K.K. Muilenburg	D.A. Oliver	P.C. Phillips
C.L. Kelley	M.J. Kramer	T.C. Lerner-Lam	C.L. Mamzic	M.S. McSheehy	T.C. Mullen	M.F. Olsen	W.N. Pierce
H.R. Kellogg	J.M. Krause	B.G. Lesko	R.J. Mandeville	D.L. McWhorter	PH. Mullis	B.D. Olson	D.P. Pierre
C.N. Kelly	C.A. Kreske	J.M. Letsinger	D.C. Manning	J.B. Meade	C.A. Munter	B.L. Olson	J.M. Pike
D.G. Kelly	J.D. Krieger	R.K. Levitt	R.L. Mansur	A.A. Meadows	R.E. Murphy	R.S. Olson	D.L. Pioli
D.H. Kelly	T.R. Krupa	G.A. Lewis	S.A. Manyon	D.L. Means	D.A. Murray	T.S. Olson	K.S. Pohlmeier
J.P. Kelly	K.J. Krutilek	J.A. Lewis	E.M. Marchant	D.L. Meek	S.L. Murray	J.C. O'Neal	J.E. Polansky
P.M. Kelly	D.M. Kudirka	J.R. Lewis	J.L. Marchildon	D.C. Meggett	M.J. Musser	D.G. Opseth	J. Policastro
S.L. Kelly	J.W. Kuehl	S.A. Lewis	R.J. Margolf	B.J. Mehmedba-sich	J.E. Myers	J.R. Orosco	R.W. Poplin
B.E. Kelton	M.T. Kulbacki	W.A. Licht	W.E. Marker	A.P. Meisner	M.A. Myers	R.M. Ortmann	J.R. Porter
K.R. Kennedy	K.A. Kulinski	G.J. Liggett	B.R. Marks	J.A. Mejia	R.H. Myers	L.T. Oscarson	K.A. Porter
M.J. Kennedy	J.S. Kulski	M.C. Liggett	A.G. Marquis	M.M. Menke	R.A. Naert	B.B. Ostlund	M.D. Poskas
M.J. Kenney	S.M. Kurpius	E.A. Lilliebladh	T.L. Marther	M.E. Menser	J.B. Nannini	P.T. Ota	G.W. Potts
S.J. Kenney	E.M. Kvittem	S.A. Lincoln	R.C. Martin	J. Mercado	B.R. Nates	C.M. Otto	L.B. Powell
S.P. Kensick	M.A. L Hoir	E.C. Lindgren	T.A. Martin	L. Mercado	M.A. Naumowicz	D.P. Owens	C.T. Prairie
T.C. Keohane	L.E. Labrec	G.P. Lindstrom	M.F. Mascis	P.M. Merlack	R.M. Nealon	A.J. Page	J.H. Prater
S.L. Kern	C.L. Lafave	E.A. Linforth	M.J. Mason	M.A. Metzger	M. Neff	D.A. Page	G. Pratt
J.M. Kesner	G.W. Lair	A.M. Linn	E.F. Massad	J.I. Meyers	M.E. Nelson	P.J. Pagoria	J.G. Preedy
D.E. Kessler	R.H. Laitres	E.S. Linn	A.A. Mata	S.C. Micklo	R.M. Nelson	F.W. Palmer	D.A. Preshlock
J.A. Kessler	A.N. Laliotis	G.S. Lipinski	A.D. Mather	D.S. Mikkelsen	J.F. Nemec	J.L. Palmer	R.S. Price
M.C. Kessler	R. Lamar	F.C. Littooy	P.C. Mathis	B.E. Milburn	W.T. Nemzek	L.J. Pantas	R.L. Prothero
S.L. Kidder	S.T. Lambrick	W.N. Livingston	K.A. Mattson	L.D. Miller	K.E. Nereson	L.W. Paparella	M.E. Protzeller
K. Kiewlak	M.B. Lamparter	M.D. Llodra	G.F. Maxwell	T.A. Miller-Campbell	T.M. Neumann	M.J. Parisi	J.V. Przygocki
T.A. Kincaid	A.B. Lancaster	P.S. Lo	D.J. May	K.L. Millerick	E.J. Nevin	T.C. Parker	M.R. Pulka
P.D. Kincart	C.L. Landolt	M.F. Lo Grande	M.A. Mayo	M.C. Millward	G.A. Nevola	W.Z. Parker	D.C. Purcell
S.C. Kinder	S.W. Landschoot	D.F. Lockwood	D.S. Mazzurca	M.G. Milo	J.J. Newberry	D.M. Parks	B.W. Purdy
D.E. King	G.E. Lane	J.E. Loepf	B.W. McCammon	N.X. Mineau	T.R. Newkirk	M.J. Patel	S.C. Purvis
J.P. King	D.R. Lang	M.J. Loftus	B.F. McCarter	K.P. Minter	C.W. Newman	R. Patel	N.J. Pylawka
O. Kingman	C.D. Lange	D.J. Logisz	E.D. McCarthy		W.J. Newton	S.G. Patel	J.R. Quaco



THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2017



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S.A. Quinn
D.J. Rachal
R.L. Radford
W.J. Radford
D.P. Radulski
W.S. Rafuse
P.B. Raheja
S. Ralph
M.A. Ramey
W. Ramos-Mata
J.R. Ramsey
D.S. Ramseyer
J.K. Randall
J.D. Rannie
A.P. Ratfield
A.G. Ratliff
M.J. Raub
B.K. Reberry
R.L. Reckler
K.R. Redman
W.A. Redman
K.P. Redmann
C.A. Redmon
K.C. Redmond
R.W. Redmond
T.R. Reeve
C.E. Rehberger
D.P. Rehnberg
B.A. Renfro
E.J. Rennekamp
S.L. Renno
W.L. Ressler
D.M. Revelle
G.R. Reynolds
J.G. Reynolds
J.G. Reynolds
S.R. Reynolds
J.O. Rhoades
C.N. Rhodes
G.F. Ricciotti
J.P. Rice
K.S. Rich
M.J. Richard
R.W. Richards
E.E. Rickman
R.N. Ridenour
D.M. Ridgeway
B.K. Riegel
T.A. Rijke
B.W. Rinehart
J.M. Rinehart
M.D. Ringo
G.B. Rings
J.C. Rivet
M.T. Robart
J.A. Robau
M.L. Roberson

A.I. Robertson
T.L. Robertson
K.G. Robinson
R.D. Robinson
S.A. Robinson
P.T. Rockwell
M.S. Rodriguez
F.J. Roeper
T.J. Roesch
D.M. Rogers
E.D. Rogers
M.M. Rogers
F.E. Rollo
B.J. Rolon
K.A. Rose
D.T. Roseberry
A.E. Ross
D.B. Rossetter
S.F. Roth
D.H. Rounds
D.A. Rouse
T.P. Rowe
W.J. Roy
C.M. Ruff
D.J. Runyon
J.F. Russell
J.S. Russell
R.R. Ruterbusch
D.E. Rydlund
S.A. Sabadia
V.V. Sabattini
C. Sabbatini
F.P. Sackett
J.A. Sais
M. Sakadolsky
B.J. Salinas
C.A. Sambol
S.P. Sanchez
C.D. Sanders
J.L. Sanders
S.G. Sanders
S.L. Sanders
M.A. Sanderson
P.D. Santos
B.L. Saunders
B.M. Sauter
D.R. Savage
B.D. Schaak
T.J. Schaefer
S.A. Schaefer
J.M. Schaffer
E.K. Schimpff
T.R. Schiro
N.B. Schleicher
E.W. Schloeman
D.J. Schlottman
D.H. Schmidt
I.W. Schmidt

J.G. Schmidt
J.J. Schmidt
S.L. Schmucker
J.C. Schneider
T.M. Schneider
C.W. Schoen-
neman
S.B. Schofield
J.E. Schommer
D.G. Schrader
J.T. Schroder
J.N. Schroeder
A.M. Schubel
M.J. Schubert
J. Schuchat
A.C. Schuck
A.D. Schultz
G.L. Schultz
T.S. Schultz
J.W. Schulz
B.C. Schumer
L.J. Schutz
C.R. Schuyler
C.F. Schwarm
J.A. Schwart
A.J. Schwartzman
K.L. Schwoerer
S.J. Scott
J.W. Scuggs
J.A. Seale
B.W. Secker
A.P. Segarra
P.J. Segerstrom
F.A. Self
S.J. Sellon
P.C. Semian
S.L. Senegal
M.M. Senft
D.A. Senior
D.P. Seperant
J.A. Serrato
M.M. Seybert
F.P. Shaffer
S.P. Shaffer
S.A. Shah
J.G. Shall
N.C. Sharber
D.L. Shavers
K.K. Shaw
R.F. Shay
D.B. Shealy
G.L. Shefchik
C.D. Shepard
J.R. Shields
S.I. Shiff
A.E. Short
D.L. Siebold
E.L. Siegel

V.S. Sikora
M.P. Sills
S.P. Simons
D.T. Simpson
A.J. Singh
S.D. Sisney
B.N. Sivertson
B.D. Skanron
P.A. Slajus
A.A. Slaney
Z.H. Smail
D.B. Smeltz
A.M. Smith
A.W. Smith
D.J. Smith
D.R. Smith
J.A. Smith
J.J. Smith
J.W. Smith
L.W. Smith
M.J. Smith
M.K. Smith
P.J. Smith
H.A. Snape
E.W. Snelgrove
A.J. Sneller
J.L. Snyder
M.R. Snyder
N.R. Solages
W.M. Solis
T.T. Solomon
R.G. Sosnowski
R.J. Spane
M.J. Sperry
B.E. Speth
B.A. Spivey
W.E. Sprague
C.S. Sprietsma
C.K. Squires
T.G. Staats
P.S. Staels
J.E. Staffieri
K.M. Stafford
R.D. Staliwe
S.R. Stallard
D.M. Stalzer
S.M. Stang
R.B. Stark
R.M. Starley
J.G. Statler
S.F. Staudt
J.J. Stauffacher
A.D. Stavropoulos
S.C. Stebbins
G.A. Stegmeier
S.A. Steider
D.D. Steinfield
P.P. Stempler
T.M. Stephens
J. Stern
R.M. Stevens

A.R. Stevenson
D.P. Stevenson
B.G. Stewart
C.D. Stieber
A.J. Stockman
J.R. Stoll
W.T. Stovall
D.A. Stowell
W.J. Strauthers
B.C. Stromquist
L.E. Stuber
D.A. Studebaker
S.M. Stuetzer
P.V. Sullivan
R.C. Sullivan
T.H. Sullivan
L.S. Summers
R.K. Summers
W.I. Summers
J.S. Sunde
L.G. Sutay
D.C. Swanberg
R.A. Swanson
Q.J. Swantner
S.B. Sweeney
S.A. Sweet
D.D. Swift
M.B. Tallman
I. Tanaka
J.D. Tate
R.A. Taylor
R.E. Tedstrom
C.D. Teets
K.J. Teister
L.A. Templeton
T.W. Terry
J.J. Tews
S.A. Thebeau
W.P. Theisen
S.C. Therrien
G.Z. Thiessen
R.R. Thomas
T.W. Thomas
D.A. Thompson
D.L. Thompson
R.J. Thompson
M.S. Thornton
A.A. Thrasher
L.R. Tiahnybik
B.A. Tielbur
J.D. Titus
B.D. Tobias
J.P. Tobin
M.J. Tobin
D.L. Topp
D.L. Torigian
M.A. Torney
D.G. Towne
B.W. Treff
D.G. Tremel
S.E. Trent

D.T. Trimble
C.A. Tringali
M.C. Trojak
V.R. Trotman
C.R. Trump
P. Tsakonas
K.W. Tucker
A.C. Tufts
M.R. Tungett
K.P. Turpen
K.J. Tyburski
B.W. Tyler
J.R. Tyler
J.C. Tynan
W.J. Umbach
S.D. Underhill
T.C. Upson
J.D. Urish
K.A. Usher
D.C. Utley
J.M. Vaccaro
R. Valenzi
R.S. Van Bebber
P.A. Van Den
Heuvel
T.F. Van Dorple
J.D. Van Dyne
E.J. Van Gheem
E.E. Van Sickle
C.A. Van Wagner
J.L. Van Wormer
J.D. Vance
P.D. Vance
P.D. Vanderhyden
A. Vandermolen
D.A. Vander-
shoot
T.S. VanderWey-
den
R.H. VanHoose
P.S. VanTiem
P.E. Variali
S.P. Varinsky
M. Veleda
R.L. Velez
A. Vemuri
E.T. Venner
J.E. Vergun
M.W. Vetter
L.C. Vivion
S.O. Vogel
S.B. Vogtritter
D.J. Voss
M.D. Voss
C.J. Wade
M.G. Wagner
D.S. Wagoner
B.C. Waibel
E.G. Walborn
B.H. Walker
C.R. Wallace
I.S. Wallace

T.B. Wallace
T.C. Walmsley
B.J. Walsh
D.L. Walsh
W.J. Walton
D.W. Waltrip
J.B. Waltrip
E.M. Wandel
P.R. Warbalow
J.P. Warbiany
C.A. Ward
D.E. Ward
B.T. Ward#
T.K. Wark
C.D. Warren
S.D. Wasser
J.B. Waters
J.R. Waters
T.M. Waterworth
C.D. Weatherly
A.W. Weber
M.J. Weber
A.L. Weeks
A.J. Weggemann
M. Wegner
A.S. Weigand
J.A. Weiner
D.J. Wenzel
L.R. Wersky
J.P. Weselmann
M.D. Westblade
D.A. Westlake
E. Westwood
M.J. Weyenberg
M.A. Wheeler
R.J. Wheldon
K.J. Whitaker
D.J. White
J.D. White
K.F. White
N.D. White
S.L. White
D.L. Whitman
S.E. Whitmore
T.D. Wicklund
R.D. Widholm
C.S. Widick
R.R. Wien
C.N. Wilcox
D.R. Willard
B.L. Williams
D.R. Williams
J.B. Williams
R.B. Williams
R.S. Willis
F.M. Wilmer
B.T. Wilson
C. Wilson
D.C. Wilson
D.E. Wilson
D.E. Wilson

E.D. Wilson
R.B. Wilson
M.A. Wiltchik
R.D. Windom
J.D. Winkle
J.C. Wisecarver
C.E. Wisemann
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J. Wolff
G.P. Womack
R.S. Womack
C.R. Wong
D.M. Wong-Ward
D.M. Woods
T.A. Woodworth
B.A. Worny
A.M. Worster
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A.S. Wright
P.A. Wright
T.E. Wright
T.P. Wright
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J.S. Yackub
M.C. Yankovich
J.E. Yarham
R.G. Yauchzy
C.A. Yeates
C.D. Young
J.R. Young
R.J. Yovanovich
W.B. Zane
D.E. Zapp
R.J. Zerr
R.J. Zettel
J.W. Ziebell
R.H. Zimmermann
A.T. Zollo
M.T. Zook

VIRGIN AMERICA

E.D. Fjelstad
S.J. Randall
J.R. Trisko
D.M. Wooster
J.E. Youngerman

FRIENDS OF ALPA-PAC

S. Bhagwandin
D.R. Hackert
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E.D. Kuball



U.S. WORKERS HEADING FOR AN EMERGENCY BREXIT ROW?

By ALPA Staff

It's not yet an emergency, but time is running out for U.S. airlines selling tickets for flights between the United States and the UK after the UK's exit from the EU on March 29, 2019. The UK is seeking a U.S.-UK agreement that provides the same ownership and control flexibility its airlines currently enjoy under the U.S.-EU Air Transport Agreement (ATA), but ALPA is urging that the agreement also contain the same labor provision as the U.S.-EU policy.

"There is no need for us to create an exotic new treaty," UK Transport Secretary Chris Grayling told Reuters in 2017. "It's just a question of making sure existing arrangements continue post-2019." Currently, the UK is included under the U.S.-EU ATA, an "Open Skies" agreement, which took effect April 30, 2007.

Under the agreement, U.S. and EU airlines, including those of the UK, are permitted to fly from any of the union's 28 member states to any point in the United States. In addition, while other U.S. bilateral agreements require that the airlines involved are majority owned and controlled by citizens of the country designating the airline, the U.S.-EU policy permits EU airlines to be owned by citizens of any EU country.

● SPECIAL RULES REQUIRE SPECIAL LABOR PROTECTION

ALPA served as a member of the U.S. delegation to the talks during the U.S.-EU Open Skies agreement negotiations. The Association cautioned at the time that loosening the ownership and control requirement for the EU would allow its airlines to "shop" for the most advantageous regulatory, tax, and labor policies among the EU countries' 28 sets of regulations and laws.

Despite ALPA's warning, the first stage of the U.S.-EU agreement didn't include labor protections. Shortly after it took effect, an EU airline established a subsidiary in an EU country other than its home nation—exactly the regulatory-shopping model ALPA had predicted and that would harm labor.

In response, ALPA and other U.S. and EU unions successfully pressed during the second stage of negotiations for a provision to be added that would protect labor. Titled Article 17 *bis*, the historic U.S.-EU ATA labor article states that opportunities under the agreement are not intended to be used to undermine labor standards.

● ROW AHEAD ON U.S.-UK AGREEMENT?

Because none of the UK's airlines are currently owned and controlled by its citizens, the UK is asking for similar modifications in the U.S.-UK agreement regarding ownership and control rights, so that its airlines can be owned by citizens of any EU country.

"For 10 years, UK airlines and their passengers and shippers have benefited from the relaxed ownership and control rights of the U.S.-EU agreement and done business under the agreement's labor article," said Capt. Tim Canoll, ALPA's president. "We agree there's no reason to create an exotic new treaty and that means maintaining existing labor protections in any new U.S.-UK policy."

● CLOCK IS TICKING

ALPA has been clear that U.S. airline workers need a fair and certain path forward, both as a member of the U.S. delegation as well as with U.S. lawmakers. On February 23, Rep. Peter DeFazio (D-OR), ranking member of the U.S. House Transportation and Infrastructure Committee, and Rep. Rick Larsen (D-WA), ranking member on the U.S. House Subcommittee on Aviation, sent a letter to U.S. Secretary of Transportation Elaine Chao and then U.S. Secretary of State Rex Tillerson urging them to include a labor provision in any U.S.-UK agreement.

● SAFETY POST-BREXIT

Separately from the air transport agreement talks, ALPA has also expressed confidence in the FAA as it works with UK officials and the European Aviation Safety Agency (EASA) to ensure a continued high level of safety during the UK's departure from the EU. ALPA believes that the best way forward is for the UK to remain part of EASA, regardless of its membership in the EU.

Both the U.S. and UK governments appear to want to come to an agreement as soon as possible. ALPA will continue to make its members' voices heard as talks continue. The Association won't remain seated in standing up for labor in any Brexit row. ✈



ALPA pilot volunteers pose for a photo before engaging with thousands of aviation professionals, students, and enthusiasts.

ALPA SHINES AT 2018 INTERNATIONAL WOMEN IN AVIATION CONFERENCE

By ALPA Staff

Excitement filled the air as 3,200 aviation professionals gathered for the 29th Annual International Women in Aviation Conference March 22–24 in Reno, Nev. Held at the Reno-Sparks Convention Center, the event provided an opportunity for women and men to connect, engage, and inspire.

“It’s a high-energy conference, bringing together thousands of aviation professionals—many of whom are, or will be, ALPA members,” said F/O Mark Haley (United), ALPA’s Education Committee chair. “Being here enables us to build connections and educate members and nonmembers about our Association as well as inspire the next generation of pilots.”

ALPA, a longtime supporter of Women in Aviation International, has exhibited at the conference for nearly two decades. Through ALPA’s Education and Membership Committees, the Association took on a greater role at this year’s conference to connect with members and encourage future generations of pilots. In addition to staffing a booth in the exhibit hall, ALPA pilots held three panel presentations, hosted a coffee break, and participated in Women in Aviation International’s Girls in Aviation Day. Conference attendees also had a chance to hear from a variety of speakers who shared their motivating stories of how aviation has inspired their journeys and had the opportunity to take part in hiring briefings for some face time with airline recruiters.

ALPA FRONT AND CENTER

ALPA’s booth had approximately a dozen volunteers and received a lot of traffic due to its prime location. Visitors included ALPA members, other airline and military pilots, collegiate aviators, youth participating in Girls in Aviation Day, and other aviation professionals. ALPA volunteers, who included both female and male pilots flying for mainline, regional, and cargo carriers, answered questions and talked about ALPA initiatives, member benefits, transitioning from the military or an express carrier to a mainline carrier, paths to the flight deck for students, and more.

EDUCATION SESSIONS

ALPA expanded its involvement in the sessions this year to include three presentations—two hosted by the Education Committee and one by the Membership Committee. The topics showcased ALPA’s expertise, vision, and commitment to its members, the piloting profession, and aviation safety, security, and professionalism.

“Airline Pilot Families: Making It All Work,” a Membership Committee-sponsored panel, focused on balancing family life with an aviation career. Through an interactive discussion with more than 110 attendees, pilots shared their experiences and provided useful tips for keeping in touch with family while flying and being present while at home. The panel, moderated



Capt. Brandi Cockrell (Endeavor Air), left, and F/O Ellen Brinks (Delta), second from left, connect with ALPA pilots about membership benefits.

by F/O Kandy Bernskoetter (FedEx Express), ALPA's Membership Committee chair, included F/O Kaori Paris (United), F/O Faye Matthews (United), and Capt. Brandi Cockrell (Endeavor Air). "As pilots, we face unique challenges trying to balance work and family," said Bernskoetter. "It's important that we support one another and exchange information about what works and what doesn't to help further our professional careers and personal lives."

"Landing Your Dream Job" provided tips for preparing for and successfully completing the airline interview process. Capt. Paul Ryder (ExpressJet), ALPA's national resource coordinator, provided an industry overview and discussed career pathways. Susan White, a senior manager for pilot hiring programs at United Airlines, provided an inside look at what airlines are looking for from a recruiter's perspective. F/O Sara Baer (Alaska), an ALPA Education Committee member, emphasized the importance of setting short- and long-term goals and networking to make meaningful connections. "This is a highly competitive market," remarked Baer, who also serves as the chair of Alaska's Education Committee. "It takes hard work and dedication to achieve your dream. Look at your résumé and start working to fill in the gaps."

"Your Personal Wingman" focused on the process for navigating accidents/incidents, FAA medical certification issues, and other life-changing events. Moderated by F/O John Taylor (United), ALPA's Pilot Assistance Group chair, the panel also included F/O Ellen Brinks (Delta), ALPA's Aeromedical chair; Capt. Corey Slone (United), ALPA's HIMS chair; and Capt. Isabelle Caron (Jazz Aviation), a member of ALPA's Pilot Assistance Group. "Pilots' lives can be stressful," noted Taylor. "We want to assure both current and future pilots that they aren't alone if something goes awry. ALPA has the resources that they can rely on to get the help they need to keep them in the air."

COFFEE TALK

ALPA hosted a coffee break after the Women in Aviation International general session to further connect with members and nonmembers attending the Association's panel presentations. Attendees were quite engaged, and as a result, the coffee break—which was scheduled for 30 minutes—lasted for more than an hour. ALPA panelists were available to talk more in depth about their specific topics, which allowed for more personal, one-on-one interaction and discussion.



Dreams soar as young girls are introduced to a variety of aviation careers and learn how to get started on a path to the flight deck.

GIRLS IN AVIATION DAY

For the first time, ALPA pilots were involved in the Girls in Aviation Day event at the conference. Approximately 200 local girls between the ages of 8 and 17 were introduced to aviation careers by talking with female role models, participating in hands-on activities such as a desktop simulator, and touring the exhibit hall. Baer, who participated on a panel discussion with six other women involved in different aspects of the aviation industry, used her journey to the flight deck to inspire girls to follow their dreams of flight and provide them with the tools needed to get there. She and Capt. Karen White (United) also helped girls at the different aviation-themed stations.

ALPA's Education and Membership Committees have received tremendous positive feedback as a result of their outreach at the conference. Many members have expressed an interest in getting involved with committee work. In addition, several collegiate aviation programs are interested in developing ALPA-driven professional development programs to help bridge the gap between the classroom and the flight deck. The effects of ALPA's outreach will last far into the future as young students chart their paths to the flight deck.

Next year's 30th Annual International Women in Aviation Conference will be held March 14–16, 2019, at the Long Beach Convention Center in Long Beach, Calif. ✈

COULDN'T ATTEND THE CONFERENCE? ALPA HAS IT COVERED.

Missed the Annual International Women in Aviation Conference? ALPA's social media network has it covered. Check out all the photos and get an inside look at the busy exhibit hall. Facebook live events also featured interviews with ALPA pilots; Dr. Peggy Chabrian, Women in Aviation Interna-

tional president and founder; collegiate aviators from ALPA's professional development and mentoring programs at Embry-Riddle's Daytona Beach, Fla., campus and Lewis University; and young girls who were cleared to dream to become airline pilots. To learn more, go to clearedtodream.org.

SLAVERY IN THE 21ST CENTURY

WHAT YOU NEED TO KNOW ABOUT FLYING AND HUMAN TRAFFICKING

By John Perkinson, Senior Staff Writer

Passengers and pilots passing through Minneapolis–St. Paul International Airport in early February couldn't miss the ominous signs posted throughout the terminals. Notices to "Be Alert for Human Trafficking" were strategically placed to advise the traveling public that, contrary to what many might think, North America isn't exempt from this modern-day form of slavery.

At that time, the city of Minneapolis, Minn., was hosting Super Bowl LII, and the airport authority, working in conjunction with law enforcement agencies, was mindful that large-scale sporting events often attract this kind of illicit activity. However, human trafficking is widespread and occurs daily in all parts of the world. According to a U.S. Senate report published last year, approximately 1.5 million people in the United States are victims of trafficking, and estimates for Canada are in the thousands. Around the globe, the United Nations (UN) reckons this illegal action produces a projected annual income of \$32 billion.

Human trafficking is defined as "the recruitment, harboring, transport, provision, or obtaining of a person by force, fraud, or coercion for the purpose of involuntary servitude, peonage, debt bondage, or slavery." The most prevalent form is sex trafficking, in which a commercial sex act is induced by force, fraud, or coercion. Human trafficking has been identified as the world's fastest-growing criminal activity, second only to the transport and sale of illegal drugs.

HELP IS A PHONE CALL AWAY To report suspected human trafficking in the United States, call 1-866-347-2423. To get help from the National Human Trafficking Hotline, dial 1-888-373-7888 or text HELP or INFO to BeFree (233733). In Canada, the Royal Canadian Mounted Police (RCMP) has created the Human Trafficking National Coordination Centre at its headquarters in Ottawa, Ont. However, to report possible incidents, contact the local RCMP detachment or municipal police agency.



This human trafficking awareness poster was produced by Delta Air Lines and positioned near the airline's check-in kiosks at Minneapolis–St. Paul International Airport prior to the recent Super Bowl.

Canada's National Action Plan to Combat Human Trafficking highlights the reason for this crime's extensive proliferation: "Human trafficking is often characterized as a 'low-risk/high-reward activity' because of the fact that the crime is clandestine, therefore difficult to detect and investigate, which contributes to the relatively low prosecution rates worldwide." The report notes, "Victims can be exploited over and over for the financial or material benefit of the traffickers making this crime lucrative."

● STRANGE CONDUCT

Those at risk for human trafficking include individuals who are socially or economically disadvantaged (plus migrants and new immigrants), teenaged runaways, and others whose circumstances can lead them to feel isolated. Women, men, and children are trafficked for a range of purposes, including forced labor in factories, farms, and private households. Women are at the greatest risk, but males are also subjugated to this illegal practice.

A flight attendant recalled a domestic flight she worked several years ago in which a group of young girls boarded, wearing nothing but t-shirts and blue jeans, even though it was the middle of winter. They didn't appear to speak English and, strangely, none of them conversed, even though they sat together on the coast-to-coast flight, which lasted more than five hours. The flight attendant thought this seemed odd but divulged that she didn't

know what to do about it.

In the United States, the Department of Homeland Security (DHS) investigates instances of human trafficking using a victim-centered approach that places equal value on identifying and stabilizing victims as well as investigating and prosecuting traffickers. Above the 49th parallel, the Royal Canadian Mounted Police leads an integrated enforcement team while a Human Trafficking Task Force, spearheaded by Public Safety Canada, coordinates the National Action Plan to Combat Human Trafficking.

● **TRAFFICKING MEANS TRAVEL**

Human trafficking is particularly pertinent to the aviation community because “trafficking” highlights the fact that transportation is involved. Frequently, victims are lured to unfamiliar surroundings where they’re more easily manipulated. Accordingly, the United States has taken detection and enforcement one step further in the aviation sector.

On July 15, 2016, Congress passed Public Law 114–190, requiring U.S.-based airlines that operate U.S.-bound international routes to provide their flight attendants with initial as well as recurrent training to help them recognize and respond to potential human-trafficking situations. Subsequently, the FAA issued InFO (Information for Operators) 16019, and the U.S. Department of Transportation partnered with the DHS to create the Blue Lightning Initiative.

Per the U.S. Customs and Border Protection (CBP) website (www.cbp.gov/border-security/human-trafficking/blue-lightning), Blue Lightning is a component of the DHS Blue Campaign and “trains aviation industry personnel to identify potential traffickers and human-trafficking victims, and to report their suspicions to federal law enforcement. To date, more than 70,000 personnel in the aviation industry have been trained through the [initiative], and actionable tips continue to be reported to law enforcement.”

Airline employees are given computer-based training, review printed materials on human-trafficking indicators, and learn safe and anonymous methods for advising federal law enforcement of possible incidents. “Because airline personnel are uniquely positioned to observe possible human trafficking, making them aware of what potential trafficking looks like is an important first step,” the CBP remarked.

Those who come in routine contact with passengers are instructed to look for things like physical control of travel documents for a passenger by a fellow passenger, restricted movement and social interaction of an adult passenger by a fellow passenger, or a passenger who is unclear about his or her final destination. With this kind of preparation, airline employees can be a force multiplier in identifying this crime and discouraging future acts.

● **MORE IS BETTER**

Current Blue Lightning activities focus largely on flight attendants because this employee group typically spends the most time in direct contact with the traveling public. However, human trafficking continues to grow, and other frontline airline employees, including pilots, can play a vital role in recognizing and reporting trafficking.

In recent years, the UN has been at the forefront of fighting

“BECAUSE AIRLINE PERSONNEL ARE UNIQUELY POSITIONED TO OBSERVE POSSIBLE HUMAN TRAFFICKING, MAKING THEM AWARE OF WHAT POTENTIAL TRAFFICKING LOOKS LIKE IS AN IMPORTANT FIRST STEP.”

global human-trafficking activities. Through its Office on Drugs and Crime and its Office of the High Commissioner for Human Rights, the UN has produced numerous tools and publications, created voluntary trusts for victims, and hosted events to help the nations of the world better work together on this front.

In fact, F/O Hannah Peavey (ExpressJet), an ALPA Air Safety Organization representative, and Candace Kolander, ALPA’s occupational health, safety, and security specialist, are advisors to the International Civil Aviation Organization’s (ICAO) Cabin Safety Group (CSG) and will be attending a UN human-trafficking summit in Geneva, Switzerland, on May 28. The CSG is composed of subject-matter experts who offer advice and assist with the development of requirements, guidance materials, and implementation support to enhance aircraft cabin safety. Both Peavey and Kolander previously were flight attendants.

In addition, ALPA continues to reach out to the DHS to see how the two organizations can better work together to build pilot awareness to support the goal of eliminating or reducing incidents of this wrongdoing.

Human trafficking is a complex issue that can take many forms. As a result, the nature and circumstances of its victims vary greatly and aren’t always easy to identify. And because human trafficking is profitable, it isn’t going to simply go away. But passengers, frontline airline employees, and others who are aware of this criminal activity and the telltale signs can help law enforcement organizations free its victims and bring perpetrators to justice. ✕

TELLTALE SIGNS OF A HUMAN-TRAFFICKING VICTIM

A PASSENGER WHO IS

- not in control of his or her travel documents.
- edgy or frightened.
- bruised on his or her body.
- being controlled by a fellow passenger.
- unsure of his or her final destination.

ASO Security Council Meets, Receives Updates

More than 20 chairs and coordinators representing Security Committees from 10 of ALPA's master executive councils (MECs) gathered at the Association's Conference Center in Herndon, Va., March 26–28 to discuss current security issues and receive updates from fellow pilots and government officials.

Capt. Wolfgang Koch (Delta), ALPA's Air Safety Organization (ASO) Aviation Security chair, opened the plenary session, stating, "Every day, the work that you do is making a difference. While the threats are always evolving, we're always adapting—thanks to the insights we, line pilots, provide."

Koch also showcased the new ALPA Aviation Security Incident Reporting System (ASIRS) and reporting form. Modeled after similar ASAPs, ASIRS is a database of security-related incidents that will be available to all ALPA pilot group security coordinators to pass along to their respective pilots.

Capt. Eric Herman (Sun Country), the ASO's Security Council chair, facilitated briefings from ALPA subject-matter experts on several topics, including Federal Flight Deck Officer (FFDO) policies, law enforcement, the Known Crewmember® (KCM) program, drones and threatened airspace management,

cybersecurity, cargo security, and foreign threats.

FFDO

Capt. Darrin Dorn (Alaska), the ASO's Aviation Security vice chair, provided updates on the FFDO program, saying, "Now is the time to become an FFDO... The importance of FFDOs has been recognized as vital, and the program is supported and growing." He cited improvements to the FFDO program, such as KCM inclusion, revised standard operating procedures, and additional requalification sites, including a new Requalification Training Program facility planned in Atlanta, Ga.

Eric Sarandrea, the deputy director of the TSA's Office of Law Enforcement/Federal Air Marshal Service (OLE/FAMS), highlighted an important benefit of the program to aviation security. "The randomized aspect of whether or not a particular flight is covered by an FFDO is one of the most effective security measures we have today. The thousands of FFDOs cover more than a million flights each year and deter anyone who thinks to interfere with air travel today."

Jim Krauss, acting branch manager of the FFDO's aviation programs, said, "ALPA's support in advocating the positives, not to mention cost effectiveness, of the FFDO



Capt. Wolfgang Koch (Delta), ALPA's Aviation Security chair, welcomes Security Council members and meeting attendees.

program has been invaluable to its continued existence and growth. Because of ALPA, we have a steady list of prospective officers awaiting training, are continually improving the program, and are finding new ways to strengthen relationships within the industry."

LAW ENFORCEMENT

Dorn also addressed law enforcement issues, focusing on the dangers posed by "the insider threat" and jurisdictional matters pertaining to assaults on airplanes.

In addition, he led a discussion on changes to many airlines' passenger-removal policies, noting that for some airlines, all passengers must now deplane before the disruptive individual is removed and taken to the gate area. Of prime concern, Dorn noted, were legal considerations for captains exercising their regulatory authority as well as passengers recording video on their smartphones of crewmembers responding to disruptive-passenger events.

Ed Ronan, a supervisor in the FAMS Air Carrier Liaison Unit, briefed the group on his office, remarking, "Outreach is our office's main mission. Members from the unit will come to any airline and discuss with flightcrew members FAMS training, the Aircraft Operator Standard Security Program, FAMS boarding procedures, incident response, and the Transportation Security Operations Center. Plus, we'll work to identify and provide any other resources available to pilots."

KCM

Pedro Bordatto, manager of the Policy Execution Branch of the TSA's Office of Policy and Industry Engagement, shared an update on the KCM program, highlighting the current 206 access points at 87 airports and noting that more sites are being considered. "To

date, 88 million screenings have been conducted through the program. And it's proven to be a very popular program with flight crews." He also discussed misconceptions about what is permissible at KCM checkpoints and how additional screening is conducted if an individual is randomly selected.

DRONES AND THREATENED AIRSPACE MANAGEMENT

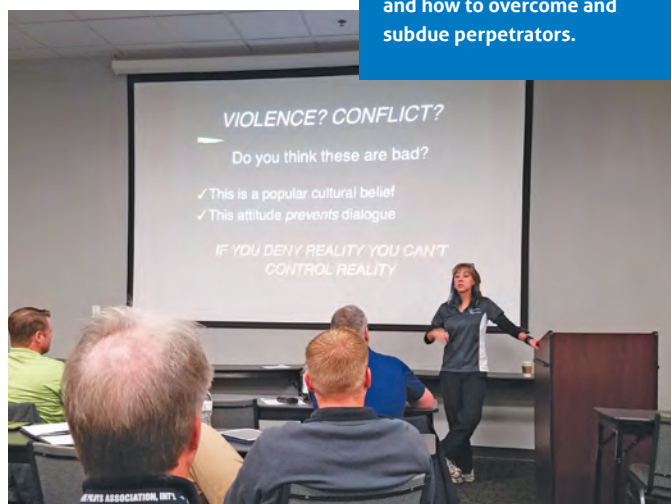
Jay Wells, a senior attorney in ALPA's Legal Department, briefed the council on the activities of the FAA's Drone Advisory Committee. He noted that to date the committee has been focusing on the integration of drones into the national airspace and that a regulatory framework supporting widespread integration of small low-altitude commercial drones operating beyond visual line of sight is likely still three to five years away.

Capt. Ali Frohlich (Delta), a threatened airspace subject-matter expert and military liaison, discussed a meeting ALPA attended with military leaders, the FAA, and airline executives regarding coordination efforts between the groups during real-world airborne

security events. He noted that there had been a recent increase in passenger-related disturbances as well as threats made against airborne aircraft through various mediums. "Military fighters are being scrambled in response to various incidents ranging from an aircraft losing communications for an extended period of time to threat information that is credible but, in other cases, inaccurate," Frohlich acknowledged. "That's where we can help."

He reiterated the importance of aircrews maintaining regular radio communication with air traffic control, timely reporting and accurate classification of threat levels, and how and to whom threat information should be communicated. "Military leaders also want aircrews informed about what military resources are available and how pilots can use them," Frohlich stated. "At this recent meeting, the group advocated that stakeholders share security information and track threat reporting in a similar 'protected' system

At a law enforcement training center, ALPA pilots learn the basic principles of violence and how to overcome and subdue perpetrators.



Top photo: Chris Weaver, bottom photo: Christopher Freeze



Capt. Eric Herman (Sun Country), ALPA's Security Council chair, addresses the meeting.

to ASAPs as an industrywide standard, providing security representatives and aviation analysts a better method of tracking, collecting, and protecting our nation's aviation infrastructure and air domain."

CYBERSECURITY

Capt. Brian Hoffman (FedEx Express), a cybersecurity subject-matter expert, discussed potential cyberthreats that remain in the industry, reminding attendees that any electronic communication is vulnerable to attack. "The industry is starting to 'get it' security wise, but there's such a history of overlooking this that there's a lot of catch up to do."

Hoffman also highlighted a growing concern regarding aircraft maintenance. "When aircraft go to heavy checks or are touched by maintenance anywhere, we need to know who's working on our aircraft. Some carriers are having more of this work done outside the U.S. and Canada, where security is not as high of a concern and background checks may not be as robust."

CARGO SECURITY

Capt. Ted Wallace (FedEx Express), a cargo subject-matter expert, briefed the council on the recent Austin, Tex., bombings, sharing that FedEx would be meeting with other stakeholders to document lessons learned from the case.

Wallace then discussed how FedEx has handled legal challenges to "captain's authority" legislation and issues surrounding supernumerary threats from animal handlers on the airline's aircraft who lack proper security vetting.

OVERSEAS THREATS

Anslay LaBarre, an analyst with the State Department's Overseas Security Advisory Council (OSAC), spoke about security issues in problematic regions and cities in the western hemisphere and discussed OSAC's new four-level travel-advisory system. She invited ALPA members to subscribe to OSAC's daily morning newsletter and afternoon digest e-mail to receive important advisory information (www.osac.gov/pages/Login.aspx).

Council attendees also spent a day learning about the active-shooter phenomenon and participating in a simulation at a nearby law enforcement training facility. Led by Dr. Tammy McCracken of Violence Dynamics, the training concentrated on understanding the motivations of an attacker and developing techniques to overcome and subdue perpetrators while reducing the risk to others.

The council will next meet at ALPA's Air Safety Forum July 30-31 in Washington, D.C. ✈

—Christopher Freeze, Senior Aviation Technical Writer

HIMS Seminar Draws Record Attendance

This year's ALPA Human Intervention Motivation Study (HIMS) Advanced Topics Seminar drew its largest attendance to date with more than 187 participating, including 63 pilots from 28 airlines as well as medical professionals, airline managers, and government representatives. Titled "Cleared for Takeoff: The Road to Recovery," the event was held March 19–20 at the FedEx Experience Center in Memphis, Tenn., and featured presentations on topics such as addiction relapse warning signs, peer pilot training, and FAA diagnostic criteria.

Attendees also learned about the newly implemented Family Support Program, which Capt. Corey Slone (United), ALPA's HIMS chair, has developed. "We do a great job helping and supporting the pilot recover from addiction, but families with addiction present are often left to continue suffering without guidance, due to their own dysfunctional roles and coping



A component of ALPA's Air Safety Organization Pilot Assistance Group, HIMS is a peer-based substance abuse assistance program designed specifically for airline pilots.

mechanisms," he said. Family Support provides peer volunteers for pilot family members seeking help. These peers are in recovery themselves and share their own experiences of getting healthy while living with an addict.

Other presentations included an update from Suzanne Kalfus, a senior attorney in ALPA's Legal Department, on the Depart-

ment of Transportation's pilot drug testing as it pertains to opioids. As of Jan. 1, 2018, the department's drug-testing panel was modified to include hydrocodone, oxycodone, hydromorphone, and oxymorphone.

The seminar's two-day agenda was coordinated by Slone; Capt. Marc Grassie (FedEx Express), HIMS vice chair; and Dr. Quay Snyder, HIMS program manager and director of ALPA's Aeromedical Office, who shared moderator responsibilities. HIMS will hold its next basic seminar September 24–26 in Denver, Colo.

In partnership with labor, airline management, and the FAA, HIMS is a peer-based substance abuse assistance program created specifically for airline pilots to preserve careers and enhance aviation safety. HIMS is one of five groups that make up ALPA's Air Safety Organization Pilot Assistance Group, which also includes Aeromedical, the Critical Incident Response Program, Professional Standards, and Canadian Pilot Assistance. ✕

—John Perkinson, Senior Staff Writer

ALPA Conducts First-Ever Veterans Affairs Seminar

Twenty pilot representatives from 13 airlines assembled at ALPA's Herndon, Va., Conference Center April 4–5 for the Association's first-ever Veterans Affairs Seminar. The first part of the agenda was dedicated to reviewing the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA) and the protections it extends to ALPA pilots who are also members of the military.

Capt. Bill Couette, ALPA's vice president–administration/secretary, welcomed the group, acknowledging that the impetus for the meeting was a resolution passed by ALPA's Executive Council. "Last

October, the Executive Council called for the creation of a USERRA best practices guide for ALPA pilots on military leave," he remarked, adding that the Delta Master Executive Council (MEC) had asked the Association to consider new ways to assist the Association's service members. "We took advantage of the opportunity and scheduled this first seminar to talk about those issues and others as well."

Staff from ALPA's Legal and Retirement & Insurance Departments discussed the law as well as highlights of the new publication. Veterans Affairs pilot reps were asked to provide feedback, and once the guide is finalized, it will be



Capt. Bill Couette, ALPA's vice president–administration/secretary, welcomes attendees to ALPA's first-ever Veterans Affairs Seminar.

posted on ALPA's Veterans Affairs website later this spring.

Seminar attendees also heard from representatives of the U.S. Department of Labor, who noted that their organization receives more than 1,000 USERRA-related complaints a year. Kenan Torrans, director for the Veterans' Employment and Training Service, acknowledged, "Education and

outreach are the best ways to resolve these issues, before they become disputes."

Attending pilots spent the balance of the seminar sharing success stories and talking about ways to both grow and enhance ALPA's services and support for its military members. "We need to take advantage of the experience we have at the national level," remarked F/O David Pond (United), ALPA Veterans Affairs chair, who co-moderated the seminar with F/O Kandy Bernskoetter (FedEx Express), ALPA's Membership Committee chair. The two encouraged pilots who have military experience to add this information to their ALPA membership profiles and to report issues to their MEC Veterans Affairs Committees. ✕

—John Perkinson, Senior Staff Writer

Jumpseat Council Receives Briefings, Discusses Upcoming Air Safety Forum

Seventeen master executive council (MEC) Jumpseat Committee chairs/coordinators from 13 ALPA pilot groups convened at the union's Herndon, Va., Conference Center in late March for the Association's biannual Jumpseat Council meeting. The morning agenda featured presentations from key ALPA pilot representatives and various staff members who support jumpseat functions. The council spent the balance of the session discussing old and new business and planned activities for ALPA's upcoming Air Safety Forum.

"This is the organizational change we've been working on since 2015," said Capt. Joe DePete, ALPA's first vice president and national safety coordinator, as he distributed the Air Safety Organization's (ASO) new hierarchical chart. Last fall, ALPA's Executive Board passed a resolution to create an Aviation Jumpseat structure within the ASO to enhance communications and collaborative efforts with the organization's Aviation Safety, Aviation Security, and Pilot Assistance Groups. "With the operational synergy of bringing this discipline under the ASO umbrella, you're in a position to do great things," DePete told attendees.

During his presentation, DePete talked about the importance of securing cockpit access and how the check-in process for notifying gate agents of a jumpseat request is becoming more automated.

This reliance on automation can sometimes remove the pilot-in-command (PIC) from the decision-making process, and DePete emphasized the need for vigilance because jumpseaters are required by FAR 121.547 to have PIC authorization.

Capt. Bob Spadea (United), ALPA's Jumpseat Council chair and moderator of the meeting, offered his insights about jumpseat etiquette and the need for education, particularly at fee-for-departure carriers where there's high pilot turnover and new hires are frequently unaware of jumpseat protocols. He led a group discussion on common infractions, including dress-code violations and pilots' refusing to show their credentials once they've been assigned seats in the main cabin. "Make your pilots aware of your committee so they know who to go to when they encounter problems," said Spadea.

"As a jumpseat representative, you're an ALPA official, which means the Association is concerned with what you do and say," remarked Marta Wagner, a senior attorney in the union's Legal Department. Wagner reviewed the Association's social media policy, referencing potential liabilities and reminding attendees that "you should always act as if you're representing ALPA when speaking about pilot matters..."

Rick Harrell, director of ALPA's Information Technology Department, commented, "In the last six months, 30,000



During the two-day Jumpseat Council meeting, Capt. Joe DePete, ALPA's first vice president and national safety coordinator, discusses the Aviation Jumpseat structure's integration into the Air Safety Organization.

have visited ALPA's jumpseat website [jumpseatinfo.org]." He noted that ALPA will be moving the current jumpseat website to a new web content-management platform to augment its capabilities. He also talked about the beta copy of the new jumpseat app in development, which the Association is hoping to launch later this year.

The Jumpseat Council reviewed ongoing projects including a proposed video to educate new-hire pilots about the right and wrong ways to use the jumpseat, activities and trends in Canada, and international flight deck access on U.S. flag carriers for use by off-line pilots. The group also discussed airline policy differences and how these can create misunderstandings, and the importance of finding successors when current ALPA reps step down from their jumpseat responsibilities. In addition, discussions included potential topics for the upcoming Air Safety Forum and securing

participants for panel discussions during the private-day sessions of the forum. All ALPA jumpseat pilot reps were encouraged to consider participating in this year's event.

Within the ASO, the Aviation Jumpseat Group's mission is to enhance safety and security by providing appropriate access to the cockpit jumpseat for qualified crewmembers and to maintain PIC authority over the flight deck by ensuring that access is handled with the proper precautions and protocols. The Jumpseat Council provides input to the ASO's Steering & Oversight Committee on jumpseat-related matters, ensuring that ALPA's MECs are kept up to date on current jumpseat activities. Jumpseat Council members serve as subject-matter experts on policies and procedures governing jumpseat use and promote and defend PIC authority. ✉

—John Perkinson, Senior Staff Writer



From left, Capt. Tom Letson (Delta), ALPA's Professional Standards chair; US Airways Flight 1549 F/O Jeff Skiles; and Capt. Joe DePete, ALPA's first vice president and national safety coordinator, pose for a photo during ALPA's recent biennial Professional Standards Conference.

Maintaining The Standards Of the Profession

Line pilots from across the industry who serve as professional standards representatives gathered on April 3–5 in Seattle, Wash., for ALPA's biennial Professional Standards Conference. The pilot reps discussed the latest techniques, reoccurring issues, and tools needed to be successful in their positions of promoting and maintaining the highest levels of professionalism among airline pilots. More than 110 participants engaged in thought-provoking panel discussions and collaborated on how to address issues affecting today's airline pilots.

"At the end of the day, as much as we try to maintain professionalism and composure, pilots are human beings in a unique and challenging environment who sometimes need additional assistance to uphold our profession's overall reputation," said Capt. Joe DePete, ALPA's first vice

president and national safety coordinator, during his opening remarks to the conference attendees. "The men and women of ALPA's Professional Standards Committee help their fellow pilots navigate through difficult issues by promoting safety and unity and providing an environment in which pilots can thrive."

During the three-day conference, attendees heard from representatives of the National Gay Pilots Association on the importance of diversity and inclusion in the cockpit and were briefed on how the National Air Traffic Controllers Association handles professional standards in the workplace. US Airways Flight 1549 F/O Jeff Skiles provided the keynote address, highlighting how pilot professionalism played a crucial role during the "Miracle on the Hudson" incident in which he and Capt. Chesley Sullenberger successfully landed their crippled airplane in New York's Hudson River.

"One of the reasons this conference is so valuable is that it's a collaborative environment in which pilot volunteers from a variety of carriers come together to talk about the challenges they currently face at their airlines and learn from each other about how to further advance our profession," said Capt. Tom Letson (Delta), ALPA's Professional Standards chair, who emceed the event.

During a roundtable discussion, pilot representatives provided an overview of their

committees' recent challenges and achievements and shared examples of how they reached successful outcomes. The open dialogue provided attendees with best practices they could apply to their respective pilot group.

"We've learned a tremendous amount throughout the conference and are looking forward to taking back this information to help expand our program," said Capt. Benjamin Coulton, a Republic Airways Professional Standards Committee pilot rep. "We have a lot of groundwork to do as I'd like to bring this system into our airline, and we're grateful for the help."

"As pilots, we're married to our jobs and don't have the luxury of bouncing around from airline to airline," acknowledged F/O Jason Graves (JetBlue), his pilot group's Professional Standards Committee chair. "It's important that pilots have an outlet where we can come to someone and talk about our issues in a nonthreatening environment that won't jeopardize our careers." ✉

—Corey Kuhn, Senior Media Specialist

ACCESS TO RESOURCES

Professional Standards is one of five groups that make up ALPA's Air Safety Organization Pilot Assistance Group. Professional Standards peer volunteers are trained to assist with professional and personal problems that may arise during a pilot's career. From cockpit management issues and personality conflicts to crew communication breakdowns, Professional Standards provides pilot-to-pilot conflict resolution and support—outside of management involvement and potential disciplinary action.

At its core, ALPA's Professional Standards program adheres to key principles of confidentiality and neutrality. Regardless of the situation, no

written records are maintained, which provides anonymity to all those involved. Additionally, volunteers must maintain neutrality and provide nonjudgmental assistance. The types of situations Professional Standards can address are CRM personality conflicts, cockpit managerial style, nonadherence to standard operating procedures, crew coordination issues, and sexual harassment (within guidelines). Professional Standards can't assist with grievances, FAA violations, substance-abuse issues, medical or legal problems, or pilot proficiency issues.

For more information, visit www.alpa.org/members and click on About ALPA, Committees, Pilot Assistance, and then Professional Standards.



World's Pilots Join Forces

By ALPA Staff

ALPA helped lead a global conversation regarding emerging aviation labor issues when more than 280 pilots from around the world gathered at the eighth annual Global Pilots Symposium (GPS) on March 15. First held in 2011, the symposium is facilitated each year by the International Federation of Air Line Pilots' Associations (IFALPA) and the leaders of the three global pilot alliances—the Associations of Star Alliance Pilots, the Oneworld Cockpit Crew Coalition, and the SkyTeam Pilots Association.

“Geopolitical and economic developments such as Brexit and international code-share agreements, joint ventures, and equity partnerships may occur beyond U.S. and Canadian borders, but they can affect ALPA members based from New York and Memphis to Yellowknife,” Capt. Tim Canoll, ALPA’s president, has reiterated on many occasions.

Capt. Al Gaspari (United), Executive Board chairman of the Associations of Star Alliance Pilots, led the development of the program for this year’s GPS, which was held in Luxembourg and brought into focus many of the most compelling labor relations issues facing airline pilots today. Emceed by F/O Boyd Kelly (Delta), the one-day event brought together more than 380 attendees,

including representatives from pilot unions as well as airline managements, academia, and regulatory bodies.

Themed “The Trail Ahead,” the symposium covered topics such as metal neutrality and competition, the evolution of global alliances, and the history and future of atypical employment models. ALPA pilots and staff featured prominently on the agenda, including Capt. Don Wykoff (Delta), ALPA’s IFALPA director, and Russ Bailey and Dave Semanchik, attorneys in ALPA’s Legal Department.

The symposium featured a fast-moving globalization discussion moderated by Ambassador Duane Woerth, a former ALPA president, and remarks from several pilots, including F/O Tim Perry (WestJet), his pilot group’s Master Executive Council vice chair, who described WestJet pilots’ recent vote to join ALPA by saying, “We each do better when we all do better.”

Following the GPS, Capt. Ron Abel (United), IFALPA president, opened the federation’s 73rd conference. Held March 16–19, the conference offered insight from a packed lineup of airline sector influencers, including International Air Transport Association Director General and CEO Alexandre de Juniac and Eurocontrol Director General Eamonn Brennan.

Capt. Mike Geer (Delta), newly reelected IFALPA Caribbean/North America executive vice president (right), confers with executive vice presidents from other IFALPA regions during the 73rd IFALPA Conference.

In addition to taking in speaker presentations, delegates representing 60 IFALPA member associations elected or reelected representatives to several key positions, including the following ALPA members:

- Capt. Mike Geer (Delta), executive vice president of the IFALPA Caribbean/North America (CARNAM) region,
- Capt. Ron Hay (Delta), regional vice president for the United States/CEP,
- Capt. Peter Black (First Air), regional vice president for Canada and the Arctic, and
- Capt. Scott Schwartz (FedEx Express), chairman of the IFALPA Dangerous Goods Committee.

After many years of extraor-

dinary service, Capt. Robert “Rip” Torn (Delta) stepped down as IFALPA’s Air Traffic Services Committee chairman at the conference.

The IFALPA governing body also unanimously approved Constitution and By-Law amendments to allow a regional realignment that replaces the current structure of CARSAM (Caribbean/South America) and NAM (North America) with a realigned organization of CARNAM (Caribbean/North America) and SAM (South America). The restructuring is designed to better reflect the geographical and airspace commonalities among the Caribbean and North American pilots and allow for greater collaboration.

“Now more than ever, airline pilots across the globe need to share information and forge strategies and plans, making opportunities like the Global Pilots Symposium critically important to the success of all ALPA members,” affirmed Canoll. ✈

ALPA PILOTS RECEIVE GLOBAL RECOGNITION

At the 73rd International Federation of Air Line Pilots’ Associations (IFALPA) Conference, Capt. Paul McCarthy (Delta, Ret.) received the federation’s highest honor, the Clarence N. Sayen Award, for his decades of work on accident analysis and investigation and his service to the world’s pilots in the area of technical and safety standards. McCarthy also served as IFALPA’s representative to the International Civil Aviation Organization, one of only two permanent observers to the Air Navigation Commission, and as ALPA’s Executive Air Safety chairman.



Capt. Paul McCarthy and his wife, Nancy.

“Paul has been a mentor for so many of us and an outstanding advocate for aviation safety,” said Capt. Ron Abel (United), IFALPA president, in presenting the award.

In addition, Capt. Terry McVenes (US Airways, Ret.), a former ALPA Executive Air Safety chairman, received the IFALPA Presidential Citation for his tremendous contribution to aviation safety.



Could Sleep Apnea Be Keeping You Awake At Night?

By ALPA Staff

Do you snore loudly at night and wake up in the morning feeling tired? If so, you may suffer from obstructive sleep apnea (OSA), a chronic disorder characterized by intermittent obstruction of the upper airway when sleeping. The muscles in the back of the throat relax excessively, reducing or blocking airflow to the lungs and disrupting sleep. The Mayo Clinic observes, “People with [OSA] may not be aware that their sleep was interrupted. In fact, many people with this type of sleep apnea think they slept well all night.”

The Aviation Medicine Advisory Service (AMAS), ALPA’s Aeromedical Office, in its latest *Quarterly Aeromedical Newsletter*, reports, “The prevalence of OSA in adults is estimated to range from 2 percent to 25 percent, with a male preponderance.” In addition, there’s a strong link between obesity and OSA. The report’s “Ask the Doc” section adds, “Over 90 percent of individuals with a BMI [body mass index] of 40 or greater have OSA requiring treatment. Up to 30 percent of individuals with OSA have a BMI less than 30.” BMI is a



OSA SYMPTOMS

- Loud snoring,
- Waking up gasping and choking,
- Intermittent pauses in breathing during sleep,
- Excessive daytime drowsiness, and
- High blood pressure requiring two or more medications.

person’s weight in kilograms divided by the square of their height in meters.

If left untreated, OSA can lead to a variety of ailments including heart disease, strokes, depression, cognitive impairment, and diabetes. In the cockpit, this potentially serious sleep disorder can impact your ability to concentrate and typically induces excessive daytime sleepiness, i.e., hypersomnolence.

The good news is that both U.S. and Canadian medical certification can be approved once effective treatment is demonstrated. Sleep studies record the number of episodes of interrupted breathing and the total number of occurrences observed in an hour. These studies also verify whether

oxygen levels in the blood are affected to determine if OSA is present and if treatment is effective.

In January 2015, the FAA issued guidance to aviation medical examiners (AMEs) outlining how they should evaluate OSA based on guidelines from the American Academy of Sleep Medicine. Once a pilot’s OSA is properly treated, AMEs are instructed to approve medical certification unless the condition poses an immediate risk to aviation safety.

Prior to this guidance, the FAA had proposed mandating a costly evaluation for airline pilots with a BMI greater than 40 before a medical certificate could be issued. However, ALPA played a pivotal role in convincing the FAA to modify the earlier guidance to AMEs.

Possible treatments for OSA include the use of a continuous positive airway pressure device, an automatic positive airway pressure device, a bilevel positive airway pressure device, or a dental block device. Alternatively, your physician may recommend various surgical procedures. The bottom line is that both U.S. and

Canadian ALPA members with concerns about possible OSA should seek evaluation and treatment, if diagnosed.

AMAS advises, “This is one of the few health conditions for which the FAA will allow a pilot to return to work while awaiting special issuance once effective treatment has been documented.” A pilot can submit evidence of effective treatment with a completed FAA OSA compliance statement and proof of at least one week’s compliance to the agency for an initial review, if the applied therapy is deemed effective with no symptoms of OSA. In addition, pilots using a breathing device need to submit the entire 12 months of compliance data each year to demonstrate that the device is being used at least six hours a night and more than 70 percent of the time. Make sure your device has tracking-data capability.

Getting a good night’s rest isn’t a luxury, so talk to your AME if you’re having trouble sleeping. ✕

QUESTIONS ABOUT OSA?

Members with questions about obstructive sleep apnea (OSA) can contact the Aviation Medicine Advisory Service, ALPA’s aeromedical office, at 303-341-4435, Monday through Friday, 8:30 a.m. to 4:00 p.m. mountain time. Canadian ALPA members are encouraged to call David Noble, the Association’s pilot health consultant, in the Association’s Toronto, Ont., office toll-free at 1-800-561-9576.



Read the FAA’s Pilot Safety Brochure on Obstructive Sleep Apnea at www.faa.gov/pilots/safety/pilotsafetybrochures/media/Sleep_Apnea.pdf.



Every Service Member Has Unique Story to Tell

By John Perkinson, Senior Staff Writer

Thousands of U.S. and Canadian men and women who serve or have served in their country's military make up ALPA's membership ranks—including F/O David Pond (United), ALPA's Veterans Affairs chair. While Pond has flown for United Airlines for more than 20 years, he also served either full-time or in the reserve of the U.S. Air Force from 1985 until 2014, when he retired as a colonel. And like those thousands of other ALPA members, Pond has a unique story to tell.

The Gallatin, Tenn., resident held a variety of military posts, taking him from the corridors of the Pentagon to the ancient Silk Road of Central Asia, and numerous destinations in between. During this time, Pond served as the U.S. Africa Command political military officer for a three-year tour, working with African regional security organizations to neutralize transnational threats and promote stability. He was also vice commander of the 376th Air Expeditionary Wing in

Kyrgyzstan, helping to manage a unit of KC-135 Stratotankers that provided air refueling and troop transport in Afghanistan.

The Los Angeles, Calif.-based B-787 first officer had many assignments, but his most memorable duty was his six-month deployment to war-torn Sudan. "I commanded a U.S. military advisory team in 2006 that was supporting a peace agreement to end the genocide taking place in Darfur," observed Pond. "The African Union had deployed a peacekeeping force to Darfur to try to help stop the fighting, and my team was assigned as advisors." However, he observed, "When we got there, we quickly discovered that no one got the memo that the fighting was supposed to be over." Unfortunately, the civil war in Darfur continues to this day.

What made this particular duty so unforgettable was his team's collective efforts to secure the release of Pulitzer Prize-winning journalist Paul Salopek, who was on assignment for *National Geographic*.

David Pond (center) in Darfur with a group of African Union peacekeepers from the Republic of the Gambia.

Salopek had been secretly arrested by the Sudanese government for espionage. On a tip from the rebel forces, Pond went to the attorney general's office in Al-Fashir to see if he could find the reporter.

Pushing past some guards at the doorway, Pond called out, "Paul Salopek?" Someone fitting his description looked up, and Pond knew he had his man. "Once I laid eyes on Paul, I knew it would be hard for the government to claim it didn't have him or to make him disappear," Pond remarked.

The U.S. government negotiated a deal with the Sudanese authorities in which the local judge would declare a recess during Salopek's trial. As part of the arrangement, Pond and his team would then quickly escort the journalist out the courthouse back door to the nearby airport for a hasty departure. "I had healthy skepticism it would go that way, but it did," he commented in a United Airlines video (www.youtube.com/watch?v=QDBiLERZfdE),

showcasing Pond as part of the carrier's Veterans Day celebration last year.

Pond described the event as both terrifying and life-changing "mostly in a good way." He and the other members of his team received some notoriety for the challenging assignment, but Pond maintains that many of ALPA's vets face their own set of challenges, including simply learning to balance the rigors of the military reserve lifestyle.

"You have three masters to serve: your family; your airline job, which you want to protect because you worked hard to get it; and the military," acknowledged Pond. "And even though you may be part-time, you serve at the military's will. If you're needed, you've got to be there."

Through education, resources, and peer support, Pond and other ALPA Veterans Affairs volunteers are working to improve the lives of the Association's current and retired military members. He stressed that ALPA's vets deserve support and a great deal of gratitude for the duties they perform and the sacrifices they make in service to the military and their respective nations. ✈



From left, U.S. Marine Maj. Rob Williams; Paul Salopek; Paul's wife, Linda Lynch; and David Pond in Al-Fashir, Sudan, the day Salopek was released in September 2006.



VETERAN RIGHTS AND RESOURCES Visit ALPA's Veterans Affairs webpage or contact VeteransInfo@alpa.org to learn more about veteran rights and the various resources available to the Association's military members.

The Landing

LEGACIES OF ALPA CHAMPIONS

SPANNING THE DECADES OF THE ASSOCIATION'S EXISTENCE, ALPA MEMBERS AND THEIR PILOT-PARTISAN ISSUES HAVE GAINED THE SUPPORT OF MANY MEMBERS OF THE U.S. CONGRESS. BELOW **WE RECOGNIZE TWO ALPA CHAMPIONS** WHO'VE SPENT THEIR POLITICAL CAREERS ADVOCATING ON BEHALF OF AIRLINE PILOTS.



Rep. Frank LoBiondo addresses ALPA's Air Safety Forum.

REP. FRANK LOBIONDO (R-NJ)

Rep. Frank LoBiondo, the U.S. House of Representatives Aviation Subcommittee chair, has been a champion of ALPA's safety and labor priorities for more than two decades. One of his top goals since being elected to Congress has been representing the William J. Hughes FAA Technical Center where, among many other things, significant research continues on the susceptibility of lithium batteries to fire and explosion. LoBiondo has long supported ALPA's call for stricter regulations of lithium batteries shipped as cargo by air.

In 2013, LoBiondo ascended to chair of the House Aviation Subcommittee, a position he'll retain until his retirement at the end of the year. During his tenure at the helm of the Aviation Subcommittee, LoBiondo has pursued a number of aviation safety bills and legislation to strengthen the U.S. airline industry, including an ongoing commitment to updating the air traffic control system, includ-

ing NextGen modernization. He's also been at the forefront of safety-focused UAS policy development. LoBiondo has voted for secondary cockpit barriers and improvements in pilot training and qualifications and has successfully intervened on ALPA's behalf when the FAA proposed changing medical policy related to sleep apnea.

LoBiondo has also used his leadership position to promote U.S. airlines and protect U.S. airline workers in the international arena. He's been the sponsor of legislation to stop the prolif-

eration of flag-of-convenience airlines in the United States, including H.R. 2150, the Flags of Convenience Don't Fly Here Act. He's also championed an end to the illegal subsidies that certain Middle Eastern airlines receive from their governments.

LoBiondo, a moderate Republican in a consistently marginal district, has always been a labor stalwart. He's the leader of the informal Republican labor caucus who can always be counted on to rally Republicans in support of pilot-partisan legislation.

LoBiondo has announced his intent to retire from Congress at the end of the 2018 after a distinguished career spanning 25 years. He's indicated that his decision to retire stems in part from a frustration over increased political polarization, noting "a vocal and obstinate minority within both parties has hijacked good legislation in pursuit of no legislation." LoBiondo will receive ALPA's Legislator of the Year Award at the Association's sixth annual Government Affairs Legislative Summit in June in Washington, D.C. ✈

REP. LOUISE SLAUGHTER (D-NY)

After three decades of public service, Rep. Louise Slaughter of upstate New York died on March 16, 2018. A leading voice of aviation safety, she represented Buffalo when Colgan Flight 3407 crashed outside of Clarence Center in 2009. Slaughter worked with her New York colleagues to shepherd through the U.S. House of Representatives and into law pilot training and qualification improvements and other safety enhancements stemming from the tragedy. Her legacy lives on today as the current House version of the FAA reauthorization bill does not include language to roll back safety training and experience regulations despite strong opposition efforts (see page 19).

Slaughter had a nearly perfect record supporting ALPA's priorities during her tenure in Congress. In addition to aviation safety, she was a stalwart champion of working people, cosponsoring H.R. 2050 and H.R. 173 to repeal the excise tax on employer-sponsored health-care coverage. She could be counted on to stand up for labor rights and was a reliable vote against any legislation that would deny collective bargaining to workers. Slaughter stood behind ALPA when she called on the State Department to review the unfair business practices of three Middle Eastern airlines and cosponsored H.R. 5090, which would have barred the Department of Transportation from issuing a foreign air carrier permit to Norwegian Air International.

Slaughter served in Congress for 32 years and rose to the position of chair of the powerful Rules Committee, the decision-making body that determines which legislation goes to the House floor. She was the first woman to hold this position.

Slaughter spoke at ALPA's 2017 Air Safety Forum in Washington, D.C., about her commitment to aviation safety and protecting pilot training and qualification rules and received a standing ovation. ✈



Rep. Louise Slaughter discusses the Association's priorities with ALPA members.



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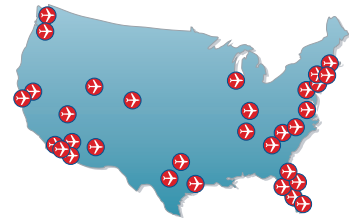


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For complete biographical information on ALPA's national officers, visit www.alpa.org/leaders.



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President



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First Vice President



Capt. William Couette
Vice President-Administration/Secretary



Capt. Randy Helling
Vice President-Finance/Treasurer



Capt. Rick Dominguez
(Delta)
Executive Administrator



Capt. Paul Ryder
(ExpressJet)
National Resource Coordinator

EXECUTIVE VICE PRESIDENTS

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



F/O Mike Hamilton
(United)



Capt. Andrew Massey
(Delta)



Capt. Russell Sklenka
(FedEx Express)



Capt. Mike McMackin
(JetBlue)
Endeavor Air, Envoy Air, Frontier, Hawaiian, JetBlue, Piedmont, Air Transport International



Capt. Richard Meier
(ExpressJet)
Atlantic Southeast, Compass, ExpressJet, PSA, Sun Country, Virgin America



Capt. Sean Creed
(Spirit)
Air Wisconsin, Alaska, CommutAir, Kalitta Air, Mesa, Spirit, Trans States



Capt. Dan Adamus
(Jazz Aviation)
Air Georgian, Air Transat, Bearskin, Calm Air, Canadian North, First Air, Jazz Aviation, Kelowna Flightcraft, Wasaya, WestJet, WestJet Encore

ALPA SUDOKU

(http://download.cnet.com/Sudoku-Generator/3000-2111_4-10733911.html)

Complete the sudoku puzzle so that each column, each row, and each of the nine 3x3 sub-grids that compose the grid contain all the digits from 1 to 9.

The solution to this month's ALPA sudoku can be found on page 11.

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

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

ALPA INFORMATION NUMBERS

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

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

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

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

ALPA Aeromedical Office
303-341-4435

ALPA Main Number
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ALPA Memorabilia
(SMDR@alpa.org)
703-481-4458

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

Balloting (Balloting@alpa.org)
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703-689-4235

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703-689-4134

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Member Insurance
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(1-888-FLY-ALPA), option 3

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Air Georgian—GGN MEC
204-997-1732

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

CommutAir—CMT MEC
518-332-7494

Compass—CPZ MEC
952-853-2373

Delta—DAL MEC
404-763-4925

Endeavor Air—EDV MEC
1-833-EDV-ALPA

Envoy Air—ENY MEC
817-685-7474

ExpressJet—XJT MEC
281-987-3636

FedEx Express—FDX MEC
901-752-8749

First Air—FAB MEC
1-877-459-3272

Frontier—FFT MEC
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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

Kalitta Air—CKS MEC
734-754-6728

Kelowna Flightcraft—KFC MEC
877-373-3131, ext. 6225

Mesa—MAG MEC
602-306-1116

Piedmont—PDT MEC
339-987-1277

PSA—PSA MEC
703-481-4444

Spirit—SPA MEC
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Sun Country—SCA MEC
952-853-2393

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United—UAL MEC
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Virgin America—VRD MEC
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Wasaya—WSG MEC
807-624-7270

WestJet—WJA MEC
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WestJet Encore—WEN MEC
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Editor in Chief Sharon R. Bhagwandin

Associate Managing & Production Editor
Susan Fager

Senior Staff Writer John Perkinson

Senior Advocacy Writer Linda Shotwell

Senior Aviation Technical Writer
Christopher Freeze

Magazine/Graphic Designer Dit Rutland

Web Coordinators Chris Weaver, Suzi Fenton

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Supervisor, Creative Services Kelly Barrett

Contributing Writers Kevin Cuddihy,
Corey Kuhn

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Other Organizations

ALPA Aeromedical Office 303-341-4435
Connexus Credit Union 1-800-845-5025

ALPA Accident/Serious 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/serious 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.

2018 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is May 10, June 8, July 10, August 10, September 10, October 10, November 9, 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.

*Pilot group in custodianship

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Visit **memberinsurance.alpa.org** and click “Manage Your Coverage.”*

Questions? Contact us at **Insurance@alpa.org** or **800-746-2572**.

*You will be required to log into your myALPA account first, then you can register for the Member Benefits Management Portal.

