

Air Line Pilot

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

STRONGER


MOVING  FORWARD

Highlights From This
Year's BOD Meeting

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BOD Elects **Capt. Timothy Canoll**
ALPA's Next President

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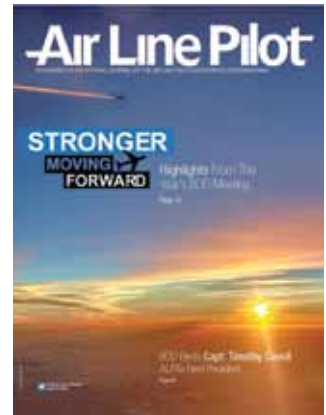
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ABOUT THE COVER

Photo taken of the sun rising over the Pacific Ocean on a return flight from Japan. Photo by Capt. Frank Furbish (Delta).

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



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HOT TOPICS



ALPA's 45th BOD takes action.

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TakingOff

Moving Forward—With Unrelenting Focus and Determination

As this issue goes to press, we're barely a week out from the adjournment of the Association's 45th Board of Directors meeting—my first one—and I'm extremely motivated after an exciting and productive week.

I watched this union's elected representatives accomplish an impressive amount of work with the laser focus needed to move the Association and the entire airline piloting profession forward. Among the work that needed to be done: reassessing and fine-tuning ALPA's strategic plan, deliberating and voting on key directional changes to the Association's finances, and electing the slate of national officers who will lead the union for the next four years.

The Board of Directors delegates have the responsibility to carry forth the wishes and concerns of their members. And, likewise, the staff—your staff—has the responsibility to support the efforts and priorities of this union. And we do so with unrelenting focus, thoughtful strategy, and fierce determination.

The Air Line Pilots Association, International

and all that it represents—advocacy and bargaining on behalf of airline pilots—is the professional passion of the staff members who support the union. It is a just cause we believe in. And we have 51,000 reasons why our efforts are worthwhile.

ALPA is indeed piloted and staff-supported, and we charge forward with objectivity, impartiality, and ferocity. As I mentioned earlier, I am extremely motivated by the impressive work that ALPA members

were able to complete in a relatively short period of time. And I would be remiss if I didn't say that I felt a similar respect as I observed the staff supporting the meeting, both onsite and in our offices throughout the United States and Canada. Our union is made up of incredibly determined pilots and an equally devoted staff. This is a formula for success that sets ALPA apart from all other unions.

As the 2014 Board of Directors meeting moves farther away in our collective rearview mirror, we—pilots and staff alike—are stronger moving forward because of it. 🌐

BOARD OF DIRECTORS 2014

STRONGER
MOVING FORWARD

AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

Our union is made up of incredibly determined pilots and an equally devoted staff. This is a formula for success that sets ALPA apart from all other unions.

Lori Garver

General Manager

Lori.Garver@alpa.org

Stronger Moving Forward

Progress is always hard work. Achievement isn't easy. Gains are the result of grit and determination. As members of ALPA, we carry that determination like no one else. Thanks to it, our union members have seen our ideas and our actions become elements of needed change for our profession and our industry.

Our union is strong. Perhaps the strongest it has ever been. Our strength advantage defines us. It not only permits but compels us to step forward and to lead as the voice of the airline pilot, the indispensable union in the industry, and the workhorses for positive change.

How has ALPA seized this strength advantage? We have reorganized—aligning our structure and staffing with our members' goals. We have dramatically improved our processes to enhance efficiencies and eliminate waste. We have expanded our services to our members. We have eliminated external risks that once cast a dark shadow over our union. And we have put ALPA in a solid financial position.

This strength advantage is our foundation, and it will serve ALPA well as we continue down the path of proactive change to ensure the success of the North American airline industry and of the airline piloting profession.

Globalization is a pivotal issue. It is very real. ALPA is working on all fronts to ensure that our airlines and our pilots have a fair opportunity to compete internationally and are stronger moving forward. And make no mistake: this issue affects all of us, not just those who fly international routes. Success in the global marketplace is essential if we are to have healthy domestic airlines.

We are equally intent to capitalize on our strength advantage in advocacy. ALPA is building on our success in maintaining funding levels for the Federal Flight Deck Officer program, securing an increased level of funding to continue the HIMS program, and preventing taxes on employer-provided health-care benefits. Working with Ellen Saracini, our union also garnered support for the introduction of the Saracini Aviation Safety Act, which would fulfill the intent of Congress to make cockpits more secure with secondary barriers.

ALPA is also leading the charge for progressive change on issues including safeguarding the air transport of lithium metal batteries, where we are seeing success at the International Civil Aviation Organization, and ensuring that remotely piloted aircraft are integrated into the airspace safely. We have also advanced ALPA members' interests in addressing the Temporary Foreign Worker Program in Canada and in the Fly America Act, which ensures U.S. carriers are flying American government workers.

Likewise, our union will never relent in our drive to achieve one level of safety and security across the airline industry. We have made significant accomplishments such as including cargo pilots in the Federal Flight Deck Officer program, securing training for all-cargo pilots for hijackings and terrorist events, and bringing cargo operations under the new common strategy.

But we are not letting up with these one level of safety and security achievements; we remain squarely focused on driving action on the Safe Skies Act, which will correct the cargo "carveout" from FAR 117 rules, and on other actions to make ALPA's goal a reality.

In the bargaining arena, we must continue to pursue a bargaining agenda that justly rewards our members for their contributions to the success of their carriers. We can have stable and mutually beneficial business relationships with managements that respect our Association. They must also share our interest in mutually constructive labor relations. They must reach equitable agreements. They must resolve disputes.

As for managements that do not work constructively with us—that do not respect the principles of union representation, do not wish to deal with issues or resolve disputes, or do not want to make and honor agreements—ALPA will be strong, we will be aggressive, and we will never, ever back down.

To achieve these goals, we must signal—to each other, to those who are not yet a part of ALPA, and to our industry—that we are continuing down the path of growth as the indispensable union for all pilots. We will continue to deliver on the vision of the Key Men who founded our Association by pursuing aggressive advocacy and progressive bargaining.

And like the Key Men, ALPA members stand committed to maintaining mutual respect for each other, as professionals and union members. This mutual respect was most recently evident last month when our Board of Directors followed a democratic process to elect ALPA's tenth president, Capt. Tim Canoll, who will take office on January 1.

ALPA's work is a never-ending mission. It's a true cause. We must never stop fighting for our profession. We have made tremendous progress, but the job is far from done. Together, ALPA members will meet the test of making certain that this union becomes ever stronger moving forward. 🌐



ALPA's work is a never-ending mission. It's a true cause. We must never stop fighting for our profession.

Donald Lee Moak

Capt. Lee Moak, ALPA President

Preflight

Airline Industry News

Domestic News

► **Transportation Security Administration Administrator John Pistole announced on October 16 that he is stepping down as chief of the agency at the end of the year and expects to accept a position in academia next year.**



Photo: Wikimedia.org

► **The Centers for Disease Control and Prevention (CDC) announced that on October 14 a second health-care worker at Texas Presbyterian Hospital who provided care for the patient who died from the Ebola virus disease reported to the hospital with a low-grade fever. The nurse, who preliminarily tested positive for the disease, traveled by air on Frontier Airlines on October 13, the day before she reported symptoms. As of press time, she was recovering from the illness and in good condition. The CDC and the airline have reached out to the passengers who traveled on the same airplane the nurse flew on. For more information, read “Ebola Update,” page 20.**

► **On September 29 during a speech at the Air**

Traffic Control Association’s 59th Annual Conference and Exposition, FAA Administrator Michael Huerta announced that the agency would be conducting a 30-day review of contingency plans and security protocols for its major facilities, after a criminal action by a contractor on September 26 knocked out communications equipment at the FAA’s Chicago Air Route Traffic Control Center. “The air transportation system is vital to our economy, and people rely on it to function 24 hours a day, seven days a week. I want to make sure that we have the most robust contingency plans possible.”

► **The FAA recently announced it’s considering a new standard for calculating the risk of bird strikes. The new method would calculate risk based on an airport’s average bird mass per strike, rather than the currently used number of strikes per 10,000 movements (see “When the Snarge Is Large,” page 23).**

► **According to CNN, Hartsfield-Jackson Atlanta International Airport was the busiest airport in 2013, with more than 94 million passengers. Beijing Capital International Airport was second with 83.7 million passengers, and London Heathrow Airport was third with 72.4 million passengers.**

► **Per the *Los Angeles Times*, the Transportation Security Administration recently began testing an \$85 million credential-authentication**

technology that allows its agents to scan a passenger’s driver’s license or passport to verify it and view boarding documents, all in one step. The goal is to move 300 people per hour through security screening, more than double the current rate.

► **JetBlue Airways recently announced that its president, Robin Hayes, will succeed Dave Barger as CEO effective Feb. 16, 2015. Barger will serve on the JetBlue Board of Directors until February 15, and Hayes is expected to join the board February 16. Barger has led the airline for more than 16 years, succeeding JetBlue founder David Neeleman.**

International News

► **Air France pilots ended a two-week strike on September 28, reported Reuters. The pilots struck over concerns management was looking to outsource their jobs to countries with lower taxes and labor costs through a low-cost, alter-ego airline called Transavia. A spokesperson for SNPL, the pilots’ union, said the pilots intend to move forward and address their concerns in a “different way.”**

► **CNN reported that Hong Kong International Airport is the busiest cargo airport in the world, transporting nearly 4.2 million metric tons of cargo in 2013. Memphis**



Photo: Toyatabo95 at en.wikipedia

International Airport, home to FedEx, came in second with 4.1 million metric tons, and Shanghai Pudong International was third with 2.9 million metric tons.

► **Per the *Houston Chronicle*, Qantas recently flew the world’s largest passenger airplane on the world’s longest airline route. A Qantas A380 made its inaugural flight from Sidney, Australia, to Dallas-Fort Worth International Airport in Texas, landing on September 29. The airplane touched down approximately 15 hours after leaving Australia on the 8,578-mile flight.**

► **According to *Air Transport World*, Boeing is projecting that the Asia-Pacific region will make up 39 percent of the global need for new airline personnel in the next 20 years, according to its 2014 Pilot and Technician Outlook. The report projects that between 2014 and 2033 there will be a need for 216,000 new airline pilots and 224,000 new airline maintenance technicians—a regional demand forecast that will exceed North America and Europe combined. ●**

■ FrontLines

■ ALPA Reinforces Call for Long-Term FAA Funding

On September 30 during a panel discussion at the Air Traffic Control Association's (ATCA) 59th Annual Conference and Exposition in Washington, D.C., Capt. Lee Moak, ALPA's president, participated on a panel titled "FAA Restructuring: What's the Problem? Are Corporatization and Privatization the Solutions?" Moak commented, "The real question you need to decide up front is the funding question." He expressed optimism about next year's FAA reauthorization but warned against another short-term funding extension, saying of the 23 past extensions, "You can't really run an organization like that."

Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, participated on a panel titled "Mixed Equipage: Best Equipped, Best Served vs.

First Come, First Served." He advanced the union's support for NextGen, pointing out that the U.S. airline industry has already realized benefits from modernization, and that NextGen's completion is essential to future capacity improvements and to the continued efficiency of the U.S. national airspace.

NextGEN

■ NextGen Improves Air Travel Now; Promises Greater Future Benefit

"The Air Line Pilots Association, International fully advocates for the advancement of NextGen and is working with the FAA and other industry stakeholders to ensure progress continues on this important initiative," said Capt. Lee Moak, ALPA's president, on September 29, affirming the Association's support for advancing NextGen. "The U.S. airline

industry has already realized some of the benefits of this operational enhancement, and its completion is vital to future capacity improvements as well as the continued safety and efficiency of our national airspace system.

"Full implementation of features like Automatic Dependent Surveillance-Broadcast (ADS-B) will require significant commitment and investment, and there may be occasional setbacks," Moak remarked. "However, this infrastructural enhancement will more than pay for itself in the reduced cost to the federal government to maintain and operate the national's air traffic control system. ADS-B will allow the government to shift to a satellite-based network, eliminating the expense of maintaining antiquated ground-based radar systems. ADS-B will also offer measurable benefits for system users, including fuel savings and

other operational efficiencies.

"ALPA strongly believes that industry and government must continue to work together in full partnership to make NextGen a reality and to ensure that the United States remains a global leader in aviation safety and technological advancement," Moak concluded.

■ Association Provides Pilot Input on LED Approach Lights

F/O Steve Jangelis (Delta), chair of ALPA's Airport and Ground Environment (AGE) Group, was invited by the FAA to be the lead speaker at a government-industry meeting on October 7 to discuss using LED lights in runway approach lighting arrays. Jangelis presented line pilots' concerns about replacing incandescent approach lights with LEDs.

Jangelis advised attendees that

- simulator studies must be completed to



TheSidebar

A Timely Focus Group

One of the advantages of attending ALPA's Board of Directors meeting is having a captive and engaged audience. More than 300 ALPA members—elected master executive council and local executive council representatives, national committee chairs, and other ALPA volunteers—attended the meeting of the union's highest governing body to ensure that the priorities set reflect those of the entire membership.

The Communications Department had the oppor-

tunity to engage with more than two dozen ALPA-elected representatives who were assigned to the committee that focused on public relations and advocacy. During the session, they heard a briefing from Cathy St. Denis, director of the Communications Department, who spoke at length about how ALPA's advocacy efforts are evolving—how a team approach to recent public awareness campaigns has been incredibly successful.

And the department continues to evolve to meet the needs of ALPA members. Based

on open discussion with the committee delegates, one of the initiatives they set forth was creating a magazine app that would be available via their individual application platform. This would encapsulate the ease of an e-version, which is already available, and automatically populate when a new issue is available. The convenience alone would garner more readership, we were told.

Great news! The Communications and the IT Departments are already in discussions and excited to make this initiative a reality. And, as

always, we welcome feedback on what we are doing today and what we could do differently tomorrow.

Next month, you'll read about ALPA's evolving strategic plan and the priorities set forth by each of the eight delegate committees and ultimately approved by the Board of Directors.



Namaste,
Sharon B. Vereb
Editor in Chief

■ FrontLines (continued)

determine the scope and operational differences between LED and incandescent approach lights, including relevant human factors.

- LED approach lights must be operationally tested.
- LED lights must remain visible during all weather conditions, including heavy rain, snow, and ice.
- LED lights must be standardized to be clear, concise, and contrasting.
- pilots must be advised of the operational differences between LED and incandescent lighting.

The meeting was held in Arlington, Va., and was attended by industry stakeholders and government representatives.

■ ALPA Gives Input At NTSB Forum on Flight Data, Locator Technology

Capt. Charles Hogeman (United), ALPA's aviation safety chair, provided line pilot input at the NTSB's Emerging Flight Data & Locator Forum held on October 7 in Washington, D.C. Participating on one of four forum panels, Hogeman presented the Association's views on potential technical solutions that would help locate wreckage, retrieve data recorders, and recover data after an airline accident.

Regarding data recording, Hogeman stressed that



Capt. Charles Hogeman (United), ALPA's aviation safety chair.

safety data must be used only for that purpose, and while the information is a tremendously valuable resource, it must be protected. He also cautioned against the misuse of safety data, which invariably results in a

loss of information from future events, and that the collection of data is of no value without robust analysis.

As for locating aircraft, Hogeman noted that onboard technology already tells the flightcrew members where they are and that the industry must maximize use of existing technology. Streaming data from the aircraft poses significant technological, regulatory, and political challenges and "won't prevent bad things from happening," he cautioned.

■ Association Reps Discuss FFDO Program

In late September, representatives of ALPA's Air Safety Organization Security Group and staff members participated in a regularly scheduled meeting of the Federal Flight Deck Officer (FFDO) Stakeholder Working Group in Charlotte, N.C., to discuss the status of and pending improvements to the FFDO program.

The program was placed under the oversight of the Transportation Security Administration's Office of Training and Worker Engagement (TWE) effective October 1. The TWE's deputy assistant administrator attended the meeting, which included a review of the program's standard operating procedures and presentations regarding FFDO

activity statistics.

■ ALPA Participates in Air Carrier Training ARC

Representatives of ALPA's Air Safety Organization and Engineering & Air Safety Department staff participated in a meeting of the Air Carrier Training Aviation Rulemaking Committee's (ARC) steering group, held in Dallas, Tex., in mid-October. The ARC, which began last year and is chartered to meet on a regular basis for another three years, reviewed and discussed recommendations to improve pilot qualifications and training for scheduled operations.

■ Association Takes Part In Runway Safety Council Meeting

F/O Steve Jangelis (Delta), ALPA's Airport and Ground Environment Group chair, co-chaired a regularly scheduled meeting of the Runway Safety Council at ALPA's Washington, D.C., offices on October 1. Chris Hart, the acting chair of the NTSB, attended the meeting, as did Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, and ALPA Engineering & Air Safety Department staff.

In addition to briefings on runway safety statistics, the council considered and made recommendations to enhance safety at specific airports.

■ ALPA-PAC Surpasses Goal—Again!

In early October, ALPA-PAC added its 300th Behncke Circle member, passing the PAC's original goal for 2014. The Behncke Circle, named after ALPA's founding president, honors those members who

We're Looking for the Cover Photo For This Year's "Swimsuit" Issue

No, we don't really run swimsuits, but we do run gorgeous photos, shot by our members, of flying on the line. Submit your photos of airplanes, pilots, skies, airports, and anything else you see during your day or night for the fourth annual swimsuit issue (December 2014) of *Air Line Pilot*.

Send your high-quality prints from a developer or high-resolution digital images to Communications@alpa.org. Let us know who you are, who you fly for, the names of the pilots in your photos, and what we're looking at. Your photo might make the cover of this year's "swimsuit" issue. Or inside the magazine. Or in a video production. Hint: Turn your camera sideways and take a vertical shot. It's

easier for us to work with a portrait- vs. a landscape-oriented photo. Please remember to adhere to FARs or CARs and company policy when taking photos.

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



contribute \$1,000 per year or more to the PAC.

In other PAC news, as of mid-October, 19 master executive councils (MECs) had reached 100 percent participation among their elected leaders. The MECs include Alaska, Air Transport International, Air Wisconsin, Atlantic Southeast, CommutAir, Compass, Delta, Endeavor Air, ExpressJet, FedEx Express, Hawaiian, Island Air, JetBlue, Mesa, PSA, Spirit, Sun Country, Trans States, and United.

ALPA-PAC is funded 100 percent by voluntary contributions from ALPA members. No dues money is used for political purposes.

Every year, thousands of ALPA members demonstrate their commitment to the PAC and its goals through their contributions. Some make annual donations by personal check, credit card, or recurring credit card. Others sign up for ALPA-PAC checkoff—the easiest way to contribute. To join the PAC or to raise

your contribution level, go to www.alpapac.com.

For more ALPA-PAC news, see page 18. *The descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, senior administrative and professional staff personnel, and their immediate family members living in the same household are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. ALPA members may learn more about ALPA-PAC and about contributing to ALPA-PAC by entering the members-only portion of www.alpa.org.*

■ Wanted: ALPA District Advocates

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

their members of Congress.

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



■ ALPA's Now on Instagram

ALPA is looking for new ways to connect with members, industry insiders, and the general public, so the Association has added Instagram to its social media channels (along with Facebook, Twitter, Flickr, and YouTube). Instagram is an online mobile social network for photo and video sharing

that enables users to share media content instantly on a variety of social networking platforms, such as Facebook, Twitter, Tumblr, and Flickr.

Join the Instagram bandwagon and follow @We_Are_ALPA.

■ Complimentary Financial Planning Services Available Through Schwab

In 2008, ALPA chose Charles Schwab & Co, Inc., to be the preferred provider of comprehensive financial services for its members.

As an ALPA member, you're eligible to receive these services at no financial obligation to you. Whether you have an account with Schwab or another provider, you can receive complimentary financial planning services and one-on-one attention from Schwab's Executive Services team. If you decide to open an account with Schwab, you can also get preferred pricing on online equity trades.

To notify Schwab



MarketWatch

Airlines	Parent Company	Stock Symbol	9/30/13	9/30/14	% Chg.	
AirTran	Southwest Airlines	NYSE: LUV	\$14.56	\$33.77	131.9%	▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$34.27	\$69.14	101.8%	▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$7.44	\$13.45	80.8%	▲
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$2.44	\$4.32	77.0%	▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$6.67	\$10.62	59.2%	▲
Envoy Air, Piedmont, PSA	American Airlines Group, Inc. ¹	NASDAQ: AAL	\$23.59	\$36.15	53.2%	▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$23.59	\$36.15	53.2%	▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$30.71	\$46.79	52.4%	▲
FedEx Express	FedEx Corporation ²	NYSE: FDX	\$114.11	\$161.45	41.5%	▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$30.96	\$43.54	40.6%	▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$7.49	\$7.28	-2.8%	▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$10.53	\$8.97	-14.8%	▼
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$23.52	\$19.28	-18.0%	▼
Atlantic Southeast, ExpressJet	SkyWest, Inc. ³	NASDAQ: SKYW	\$14.52	\$7.78	-46.4%	▼

¹ US Airways and American completed their merger on Dec. 9, 2013. The price shown above for Sept. 30, 2014, is the stock price of the new company, traded as "AAL" on the NASDAQ. The price shown for Sept. 30, 2013, is the price of the old US Airways stock, which was traded on the NYSE as "LCC." That stock ceased trading on Dec. 6, 2013. Under the terms of the merger agreement, US Airways stockholders received one share of common stock of the combined airline for each share of US Airways common stock then held.

² FedEx announced a \$0.20 dividend on Sept. 8, 2014.

³ SkyWest announced a \$0.04 dividend on Sept. 4, 2014.

of your ALPA status or to schedule a consultation, call 877-648-4719 to begin taking advantage of these services.

To learn more about Charles Schwab and the benefits available to ALPA members, check out the new website at www.schwab.com/alpa.

Disclosure: The Charles Schwab Corporation and its affiliates are unaffiliated with ALPA.



FedEx Express pilots rally in Hong Kong.

■ FedEx Pilots Hit the Streets

More than 800 FedEx Express pilots gathered for informational picketing on September 23 in Anchorage, Alaska; Los Angeles, Calif.; and Memphis, Tenn., to express their continuing frustration with ongoing contract negotiations. Along with the FedEx pilots, fellow ALPA pilots from Atlantic Southeast, Delta, Envoy Air, ExpressJet, and United as well as other supporters participated. On September 28, FedEx pilots and their families in Cologne, Germany, and Hong Kong came together to support their Negotiating Committee.

The pilots and management reached a short-term contract agreement in 2011, which was accompanied by a unique commitment to engage in interim discussions before resuming formal bargaining in January 2013. This commitment was intended to foster a more efficient process

and create a timely conclusion to negotiations when formal negotiations began.

"Throughout 2011 to 2013, when formal bargaining began, management was given every opportunity to honor its agreement to encourage a quick and successful outcome to the formal 2013 bargaining," said Capt. Scott Stratton, the pilots' Master Executive

Council (MEC) chair. "From the beginning, our proposals were focused, realistic, and fair. The fact that 2014 is almost over without an agreement is frustrating to our hard-work-

ing pilots. The strong turnout at these events demonstrates our pilots' steadfast resolve to see this through to an end. It's time for management to recognize our contribution to the success of FedEx and conclude negotiations."

To view additional photos, scan the QR code.



■ Sun Country Pilots Make Progress at Negotiating Table

After several years of only incremental progress, negotiations at Sun Country Airlines are on the uptake. The pilots and management recently met in Minneapolis, Minn., for three days, reaching tentative agreements on two new sections of the contract. Pilot negotiators have now tentatively agreed to 18 of 29 sections, and just a few issues are open in most of the remaining sections—except for those dealing with pay, scope, work rules, and benefits.

The pilots' collective bar-

gaining agreement became amendable in March 2010, and the two sides began working with a federal mediator in November 2012. The mediator is accelerating the bargaining schedule, and the parties were scheduled to meet again at the end of October.

■ Atlantic Southeast and ExpressJet MECs Convene Merger Talks

At the invitation of Capt. Lee Moak, ALPA's president, the Atlantic Southeast and ExpressJet Master Executive Councils (MEC) met on October 7 at ALPA headquarters in Herndon, Va., along with SkyWest senior management, to discuss the status of the merger of the two pilot groups. SkyWest, Inc. President Chip Childs, ExpressJet COO Alex Marren, and ExpressJet VP of Flight Operations Capt. Brad Sheehan talked about the regional industry's future and emphasized that they are committed to creating a viable, sustainable, and healthy company. Moak; Capt. Larry Beck (United) and F/O Scott Smetana (Delta), ALPA executive vice presidents; and ALPA staff helped guide the discussions.

The two MECs plan to meet again to continue working together.

■ Canadian North-First Air Merger Prospect Called Off

On October 23, the Canadian North and First Air Master Executive Councils (MEC) jointly announced that their holding companies have terminated merger talks, effective immediately, with no plans to hold any further discussions.

"While the merger of our airlines is apparently over," said Capt. Chris Kampen

(Canadian North), his pilot group's MEC chair, "union leaders at First Air and Canadian North plan to continue our partnership to advance our pilots' interests and improve the lives of all pilots flying in the north. We have enjoyed our collaboration, and our two MECs were fully prepared to move quickly and amicably to join our two groups had a merger been announced."

"We believe the work of our Joint Negotiating Committee in examining our respective contracts and identifying the strengths of each will bear fruit for both groups when we next bargain with our Canadian North and First Air managements," said Capt. Peter Black (First Air), his pilot group's MEC chair. "And while we may not be flying together as corporate partners, we maintain a bond as ALPA members and will continue to work together in the spirit of joint cooperation and respect. It is our hope that both our airlines can continue to grow and prosper as friendly competitors."

■ ExpressJet Conducts ProStan Training

ExpressJet's Professional Standards (ProStan) volunteers, as well as representatives from the Chief Pilot's Office, participated in a one-day Professional Standards Committee training session on September 9, discussing and practicing strategies to promote the profession through safety, professionalism, unity, and mentoring. Capt. Rick Swanson (United), ALPA's Air Safety Organization Professional Standards training coordinator, led the training, which was held in Houston, Tex.

Participants reviewed ALPA's Code of Ethics, talked about traits common to professionalism and strong leadership, examined the role of the Professional Standards Committee, discussed confidentiality, and reviewed checklists used to assist Professional Standards volunteers.

■ North American Airlines Faces Chapter 7 Liquidation

In early October, the North American Airlines' case was heard in bankruptcy court, and the court issued an order converting the case from a Chapter 11 reorganization to a Chapter 7 liquidation. Court officials appointed an interim Chapter 7 trustee to take charge of the case.

North American's parent company, Global Aviation Holdings, entered its second bankruptcy reorganization in two years last fall. In March, Global Aviation Holdings was unable to make loan commitments to primary financiers, and, ultimately, the airlines' assets were sold to Omni Air International in June after North American made its final flight.

The pilot group remains in custodianship and will be kept informed as the Chapter 7 case moves forward.

■ ALPA Fee-for-Departure Pilots Gather for Open House

Nearly 325 ALPA pilots currently flying for fee-for-departure airlines gathered

at United Airlines' Denver Training Center on September 24–25 to attend the second Fee-for-Departure Pilot Open House that the United Master Executive Council (MEC) sponsored. Pilots currently flying for ALPA airlines had the opportunity to sit down one-on-one with recruiters and personnel from the airline.

"The United MEC has always advocated for ALPA pilots on the United property," said Capt. Jay Heppner, the United pilots' MEC chair, to the attendees. "The United MEC is committed to offering ALPA fee-for-departure pilots the resources you need to secure a United pilot position. The common bond in this room is we are all ALPA pilots. And

ALPA pilots take care of each other regardless of the airline you are working for. That is the purpose in working for a union—taking care of each other."

United management has been instrumental in the success of these open houses and has worked closely with F/O Bill Patterson and F/O Mark Segaloff, two recent hires at United. Patterson and Segaloff are working to establish future dates for additional open houses sometime in early 2015. ●

Correction

In the October issue, we indicated that Capt. Judson Crane flies for Alaska; however, he flies for Delta.

Have You Read?

Hamfist Over the Trail, Hamfist Down! and Hamfist Over Hanoi

By Capt. George Nolly (United, Ret.)

"Inspired by actual events," reads the back cover of one of the three novels about the air war in southeast Asia written by Capt. George Nolly (United, Ret.). Indeed! Though set in the form of a fictional trilogy, these books obviously draw considerably on Nolly's personal experiences during two consecutive tours in Southeast Asia, during which he logged 315 combat missions.

The year is 1968; Lieutenant Hamilton "Hamfist" Hancock is a distinguished graduate of his U.S. Air Force (USAF) flight training class and thus is promised an F-4, F-100, or F-105 on his tour in Vietnam. But the "needs of the service" knock him out of the fighter pipeline; he goes to Nam as a forward air controller (FAC) in an O-2A, the USAF version of the Cessna 337 Skymaster, distinctive for its front and rear centerline piston engines. Low, slow, and unarmed, the O-2A lacked pressurization and an ejection seat.



So begins *Hamfist Over the Trail*, which runs from October 1968 until August 1969. *Hamfist Down!* picks up where the first book ends and goes through December 1969. *Hamfist Over Hanoi* spans the period 1970–1973.

Hamfist's military career takes him from bases in the United States to several in Japan, the Philippines, Laos, Thailand, and South Vietnam. He matures from a FAC FNG through a period as a Japan-based pilot flying T-39d (the military version of the North American Sabreliner)

to become a seasoned combat veteran flying a McDonnell Douglas F-4 Phantom over North Vietnam.

Nolly's at his best when he's divulging details of the air war—the military jargon, abbreviations, acronyms, and humor; the emotional highs and lows, the elations and fears; the human errors, equipment malfunctions, battle damage, and weather. All these have the ring of authenticity.

Hamfist's love interest, on the other hand, is too perfect, a fantasy put to paper.

The Hamfist novels are fast-paced and quick to read, which doesn't mean they're not well-written (except for the love story).

If this trilogy was a movie, it would be rated PG at best for language and violence. From this reviewer, however, Hamfist's adventures get a rating of Sierra Hotel. —Reviewed by Jan W. Steenblik, Technical Editor

Declining Fuel Prices

The cost of crude oil has dropped 16 percent since mid-June, and crude oil is at its lowest price in almost two years. Depressed global demand and increased production from OPEC producers have resulted in an oversupply and consequently a drop in price. Before the recent decline in prices, Brent crude oil was trading in a narrow \$5-per-barrel range, from \$107 to \$112, since August 2012. Brent crude is a major trading classification for sweet light crude oil that serves as a major benchmark price for oil purchases globally. If fuel prices continue to decline due to depressed demand, revenue levels in the airline industry could also suffer. Some decrease has already been seen in international PRASM (passenger revenue per available seat mile) levels.

The drop in fuel prices is typically welcome news to the airline industry, where fuel has been averaging nearly 30 percent of total expenses for the past four years. Fuel overtook salaries and benefits as the largest expense item for airlines in 2006, about the time that many airlines were facing bankruptcy and renegotiating labor contracts. ●

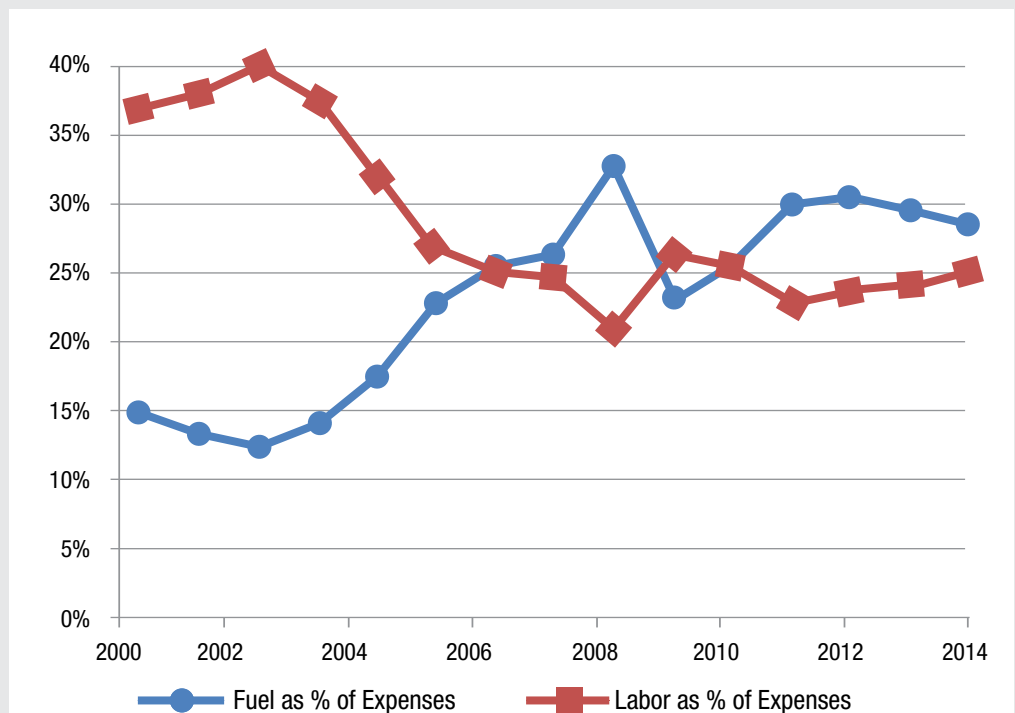
Solution to this month's ALPA sudoku on page 38.

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

Brent Spot Price FOB (Dollars per Barrel)



Fuel Still the Biggest Expense Item



On the Record

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

“The next FAA reauthorization should be transformational. We’ve got to do something different. We need to lay the groundwork for the future of U.S. aviation.”

—said **House Transportation and Infrastructure Committee Chairman Rep. Bill Shuster (R-Pa.)** on September 16 at the Future of Flight Aviation Policy Summit about the next FAA funding bill that Congress approves

“[T]ravelers aren’t sardines. There’s a line there of comfort and the quality of experience. My hope is that the industry sees these [legroom and reclining seat] incidents as a message from consumers that maybe they are getting a little close to that line.”

—commented **Department of Transportation Secretary Anthony Foxx** in a recent *Condé Nast Traveler* interview

“I regard it as a homeland security imperative to build more.... I want to take every opportunity we have to expand homeland security beyond our borders.”

—remarked **Department of Homeland Security Secretary Jeh Johnson** on September 10 to the Council of Foreign Relations regarding placing Homeland Security officers at European airports to pre-clear passengers before they board U.S.-bound airplanes

“[Norwegian Air International] is effectively demanding one set of rules for its airline and a different set of rules for all other airlines in the U.S. and Europe. This scheme should not fly.”

—announced **Transportation Trades Department President Edward Wytkind** on September 2 regarding the Department of Transportation’s denial of the airline’s application for a temporary foreign air carrier operating permit

“Just because you don’t light up an e-cigarette doesn’t mean it can’t spark a fire. Our federal aviation experts and regulators need to take swift and significant action to protect the public.”

—said **Sen. Ed Markey (D-Mass.)** in an October 13 *The Hill* article about an e-cigarette vaporizer that started a small fire in the luggage hold while a passenger airplane was parked at Logan Airport in Boston, Mass.



SHARING OUR SUCCESS

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

FEDEX CORP. EARNINGS SURGE IN FIRST QUARTER

FedEx Corp. reported earnings of \$2.10 per diluted share for the first quarter ended August 31, up 37 percent from last year's \$1.53 per share.

"FedEx Corp. is off to an outstanding start in fiscal 2015, thanks to very strong performance at FedEx Ground, solid volume and revenue increases at FedEx Freight, and healthy growth in U.S. domestic volume at FedEx Express," said Frederick W. Smith, FedEx Corp. chairman, president, and chief executive officer.

FedEx Corp. reported the following consolidated results for the first quarter:

- Revenue of \$11.7 billion, up 6 percent from \$11.0 billion the previous year.
- Operating income of \$987 million, up 24 percent from \$795 million last year.
- Operating margin of 8.5 percent, up 7.2 percent from the previous year.
- Net income of \$606 million, up 24 percent from last year's \$489 million.

DELTA GIVES EMPLOYEES A RAISE AND PROFIT SHARING

Delta says it will give every employee a 5 percent profit-sharing payout this year and promised 2015 raises of 3 percent to 4 percent for nearly all of its frontline employees, as the airline buttressed its claim to airline industry leadership.

"At Delta, we believe long-term success requires that our people, customers, and investors win together," CEO Richard Anderson said in a letter sent to employees. "We have always been committed to sharing with employees the success they help create."

HAWAIIAN AIRLINES RANKS BEST IN ON-TIME PERFORMANCE FOR AUGUST

Hawaiian Airlines scored the highest marks for

on-time performance among the nation's largest carriers in August, as reported by the U.S. Department of Transportation (DOT).

The flights of Hawaii's largest and longest-serving carrier arrived on schedule 94.0 percent of the time throughout the month of August, earning the DOT's best ranking for punctuality.

Hawaiian Airlines has been the leading U.S. carrier in on-time performance for 10 consecutive years.

JETBLUE RECYCLES 18.5 TONS OF USED UNIFORMS

On September 30, JetBlue Airways announced a donation of more than 18.5 tons of used uniforms, clothing, and fabric to several nonprofit partners including Planet Aid, a 501(c)3 nonprofit organization that collects and recycles worn clothing and shoes. Planet Aid will sell the clothing, with the proceeds supporting health, agricultural, educational, and environmental programs in Africa, Asia, the Caribbean, and Latin America.

This summer, JetBlue introduced new uniforms across the airline for the first time in its 14-year history. This included collecting old uniforms from more than 60 cities and approximately eight pieces of clothing per uniformed crewmember. Rather than simply throwing away the collected fabric, JetBlue decided to give new life to the more than 37,000 pounds of material by donating it to charities and people in need.

JetBlue crewmembers voluntarily brought in their old uniform pieces, and the airline organized local pickups and deliveries to sorting centers.

Of the 37,000 pounds of collected textile, approximately 11,538 pounds were donated as clothing and 25,462 pounds were shredded and donated as fabric, resulting in zero pounds going to landfill.



In Memoriam

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

2003					
Capt. Donald F. Park	Delta	March	Capt. Donald W. Dilworth	American Eagle	August
2012			Capt. Harold G. Blume	Alaska	September
Capt. J. David Morrissey	TWA	March	Capt. Joseph K. Graves	Delta	September
Capt. W.M. Zwarich	Braniff	December	Capt. Stephen H. Hager	Alaska	September
2013			Capt. Frank P. Kulesz	TWA	September
Capt. J.A. Dreyer	Delta	July	Capt. Medardo Malic	FedEx	September
2014			Capt. Leo R. Olbu	Northwest	September
Capt. B.W. Lorenz	Pan American	January	Capt. Wayne S. Palon	Northwest	September
Capt. Robert G. Pipkin	Northwest	March	Capt. P. Richard	Eastern	September
Capt. Jack E. Gibson	Continental	April	Capt. Jerry D. Richards	TWA	September
Capt. D.A. Doud	United	June	Capt. Frank J. Santo, Sr.	Delta	September
Capt. R.A. Irvin	Delta	June	Capt. Lawrence J. Schmitz	Northwest	September
Capt. Harold F. Mokler	TWA	June	Capt. Lawrence H. Smalley	Northwest	September
Capt. Ronald B. Appel, Jr.	Delta	July	Capt. Richard Williamson	Delta	September
Capt. S.L. Carr	Pan American	July	Capt. George E. Worthy	Eastern	September
Capt. Byron E. Lingo	United	July			
F/O James E. Cushman	TWA	August			

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

New ALPA Reps

At a Compass 19 council meeting held on September 8, Capt. Ryan E. Breznau was elected as the interim seniority block representative #1 for the term beginning immediately, and Capt. Paul M. Storost was elected as the interim seniority block representative #2 for the term beginning October 3. Both will serve as interim representatives for the remainder of the term of office.

As of September 16, the Election Ballot and Certification Board certified Capt. Matthew Romano as the Air Wisconsin 51 secretary-treasurer.

At a Spirit 77 meeting held on September 23, Capt. Ryan Pachkofsky was elected as the interim captain representative for the remainder of the term of office.

At an Endeavor Air 129 meeting held on September 29, Capt. Joseph Tober was elected as the interim captain representative for the remainder of the term of office.

As of September 30, the Election Ballot and Certification Board certified election results for the following local councils:

- JetBlue 191 Capt. Michael Sorbie, Chairman (Capt. Rep)
- JetBlue 191 F/O Anthony Denault, Vice Chairman (F/O Rep)
- JetBlue 191 F/O David Hornblower, Secretary-Treasurer

- JetBlue 193 Capt. Christopher Kenney, Chairman (Capt. Rep)
- JetBlue 193 F/O Patrick Walsh, Vice Chairman (F/O Rep)
- JetBlue 193 F/O John Costello, Secretary-Treasurer
- JetBlue 195 Capt. Stacy Stader, Chairman (Capt. Rep)
- JetBlue 195 F/O Todd Lisak, Vice Chairman (F/O Rep)
- JetBlue 195 Capt. David Razler, Secretary-Treasurer
- JetBlue 197 Capt. Jan Pashinski, Chairman (Capt. Rep)
- JetBlue 197 F/O Charles Ritter, Jr., Vice Chairman (F/O Rep)
- JetBlue 197 Capt. Robert Wanes, Secretary-Treasurer
- JetBlue 199 Capt. David Wilson, Chairman (Capt. Rep)
- JetBlue 199 F/O Joshua Sult, Vice Chairman (F/O Rep)
- JetBlue 199 Capt. James Ewart, Secretary-Treasurer

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

- Mesa 88 chairman, Capt. Keith Kleppinger II (Capt. Rep)
- Mesa 88 vice chairman, F/O Barry Lee (F/O Rep)

Correction: Capt. James Merchant was certified as the ExpressJet 175 secretary-treasurer on September 10.



ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of October 10:

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

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Mediation is under way.

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

Canadian North—A notice to bargain was filed on Sept. 2, 2014. Negotiations are under way.

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

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. On Sept. 15, 2014, the FedEx Master Executive Council and management reached tentative agreements on 20 of 31 sections of the collective bargaining agreement. Negotiations are ongoing with remaining sections, including work rules, retirement, insurance, training, compensation, and duration.

Kelowna Flightcraft—A notice to bargain was filed on June 30, 2014. Negotiations continue November 2–7.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue November 3–5.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012. Mediation continues November 17–21.

Highlights

From This Year's **BOD** Meeting

By Molly Martin, Contributing Writer



**Vice President–Finance/
Treasurer: Capt. Randy
Helling, Delta (reelected)**

**First Vice President:
Capt. Joe DePete,
FedEx Express**

**ALPA's 10th President,
Capt. Tim Canoll, Delta**

**Vice President–
Administration/Secretary:
Capt. Bill Couette,
Envoy Air (reelected by
acclamation)**

Meet the New Slate of National Officers

"I am humbled and honored by the privilege to serve this union,"

**SAID CAPT. RANDY HELLING,
VICE PRESIDENT–FINANCE/
TREASURER.**

"When we become a member of ALPA, we become part of an organization that is bigger than ourselves because we can achieve more by working together as a team than we can individually. I look forward to working with the new national officer team as we move ahead representing all 51,000 members of ALPA."

"I am humbled to have had the opportunity to compete against a field of very strong candidates. It is an honor to be elected as ALPA's first vice president,"

**SAID CAPT. JOE DEPETE, THE
FIRST VICE PRESIDENT-ELECT.**

"I'm extremely proud that ALPA's national officers will now include an all-cargo pilot to help advance a unified, strong, and accountable union to the benefit of all airline pilots."

"Airline pilots in North America face many critical challenges today, while at the same time other challenges and opportunities are coming on the horizon,"

**SAID CAPT. TIM CANOLL, ALPA'S
PRESIDENT-ELECT.**

"Our union is strong and prepared to face them all. I'm excited and humbled by the trust that the ALPA Board of Directors [BOD] has placed in me with this election."

"ALPA is going to accelerate our use of technology to communicate with our members,"

**SAID CAPT. BILL COUETTE,
VICE PRESIDENT–
ADMINISTRATION/SECRETARY.**

"In addition, our union will do even more to encourage and mentor new pilots who come into the Association and join the profession. We have many young, enthusiastic pilots who are eager to get involved, and we have the tools and opportunity to show them how."

For more coverage of ALPA's 45th Board of Directors meeting, keep reading. ►

1 ALPA held its 45th Board of Directors meeting on Oct. 20-23, 2014.



2

ALPA leaders elected seven executive vice presidents (EVP)—four new, three reelected.

3



Delta pilots elected F/O Andrew Massey EVP.

4



For EVP, United pilots reelected Capt. Larry Beck.

5



FedEx Express pilots chose Capt. Russell Sklenka, left, as EVP. (DePete is to the right.)

6

Representing Group B1—those pilots with CommutAir, Endeavor Air, Hawaiian, JetBlue, Piedmont, and Spirit:



Capt. Michael McMackin (JetBlue).

7



As the EVP for Group B2 (Air Transport International, Air Wisconsin, Atlantic Southeast, ExpressJet, PSA, and Trans States), pilot leaders elected Capt. Jeffrey Pruett (Air Wisconsin).

8



Introducing the EVP for Group B3—to represent Alaska, Compass, Envoy Air, Island Air, Mesa Air Group, and Sun Country pilots: Capt. Paul Stuart, Jr. (Alaska), right, who was reelected. (Moak is to the left.)

9



And the Canadians' choice for Group C (Air Transat, Bearskin, Calm Air, Canadian North, CanJet, First Air, Jazz Aviation, Kelowna Flightcraft, and Wasaya): Capt. Dan Adamus (Jazz Aviation), above center, who was reelected to serve a fifth term as ALPA's Canada Board president.

10

Group C elected Capt. Brian Shury (Jazz Aviation), above left, vice president of the Canada Board.

11

Capt. Rod Lypchuk (Jazz Aviation), above right, was elected ALPA's Canada Board secretary-treasurer.

STRONGER MOVING FORWARD

Capt. Lee Moak, ALPA's president, delivered his last national officer report, which highlighted the union's current strengths and outlined the Association's need to continue demonstrating that strength so that ALPA pilots and the union continue to grow and evolve—regardless of current industry challenges. "As a whole, our union is strong. I believe the strongest it has ever been," Moak said. "The goal for this BOD must be—to leave stronger."

12



13

ALPA leaders said farewell to four pilot groups: AirTran, Evergreen, North American, and Ryan.

14



Capt. Mark Hatten (AirTran), right, his pilot group's custodian, presented Moak with a photo of a B-737 with AirTran's livery to add to the union's memorabilia on display at ALPA's headquarters in Herndon, Va.

15

It's JetBlue's first BOD— Capt. Jim Bigham, the newly elected JetBlue Master Executive Council (MEC) chair, thanked ALPA leaders for the support, but also for the push. "I'm delivering an engaged pilot group, bringing pilots back into ALPA," Bigham said. "We could not be here without your help. Keep pushing us. Hold us accountable."

16

19 ALPA MECs reached 100 percent ALPA-PAC participation at this BOD. Only two elected representatives in the entire Association have not yet contributed to the PAC in 2014.

17

Capt. Scott Stratton, the FedEx Express MEC chair, thanked the delegates for supporting the group's informational picketing events, held in Memphis, Tenn.; Los Angeles, Calif.; and Anchorage, Alaska, earlier this year. "Our informational picketing events have been very successful, and one of the reasons is all of you in the room and our fellow pilots," Stratton said. He also thanked Capt. Brian Florence (United), the Strategic Preparedness and Strike Committee chair, for the detailed briefings. To check out the video, scan the QR code.



18

Delegates approved all eight strategic planning resolutions, setting the course for the union. Read the resolutions, and the talking points, at alpa.org/bod2014 and find out how your rep put his or her mark on the union's blueprint.

19

26 pilot councils achieved at least 24 percent participation in ALPA-PAC from their members, earning the local councils a name plate on the Key Men Society plaque.

20

Delta beat United in a friendly competition, garnering PAC participation from 27.5 percent of its members, as compared to United's 24.9 percent. This year alone, these two MECs added 1,400 new PAC contributors. "Competition is healthy; and if it does anything to boost participation in ALPA-PAC, I'm all for that," said Capt. Jay Heppner (United), his pilot group's MEC chair, who followed up with a shout-out to the Mesa MEC.

21



In a very tight race, the Mesa MEC earned the inaugural J.J. O'Donnell Trophy for Excellence in Political Action, edging out the Air Wisconsin MEC by mere tenths of a point. Despite being ALPA's 10th-smallest U.S. pilot group, the Mesa pilots have contributed more money to the PAC than all but four MECs thanks to their nearly 63 percent PAC participation.

22

Reps from the U.S. Centers for Disease Control and Prevention and U.S. Customs and Border Protection briefed delegates on the latest Ebola developments. Read the 12 questions and answers from the session at alpa.org/bod2014 and learn more on page 20.

23



Department of Defense expert Lance King gave delegates the inside scoop on remotely piloted aircraft integration into the U.S. national airspace system, saying, "If you're going to operate in that space, you have to be qualified to operate in that space."

24



David Granger, *Esquire* editor-in-chief, challenged ALPA leaders to find new ways to communicate with the pilots they represent, showing them several examples of how to couple traditional communication vehicles with the digital age.

25

ALPA recognized Paul Rinaldi, president of the National Air Traffic Controllers Association, for NATCA's partnership with ALPA and

his numerous contributions to aviation safety and security. Moak praised Rinaldi for his vision and leadership, calling him a "true ALPA ally" who works "tirelessly and selflessly to open channels of communication and share information and resources with ALPA and other industry stakeholders."

26



ALPA's vice president-administration/secretary highlighted the efforts of countless volunteers for their selfless work to strengthen their union and help their fellow pilots. He also issued a challenge to "double our roster of engaged member participants," and debuted the new look of alpa.org.

27

ALPA's vice president-finance/treasurer highlighted the positive increase in dues income and in the Operating Contingency Fund and the Major Contingency Fund.

28

BOD members decided to explore—not implement—another dues decrease, requiring more research to make an informed decision.

29



Capt. Sean Cassidy, ALPA's current first vice president, named numerous successes of the Air Safety Organization (ASO), praising the work of its many volunteers, including the ongoing work to update ALPA members on Ebola. "Overall, while the ASO's mission is clear, the job will never be complete," he said. "We must constantly remain alert. We must constantly adapt. We must constantly remain agile. If we do that, we will remain the safest form of transportation literally in the history of the world."

30

ALPA members—visit alpa.org/bod2014 to watch more videos! #yougottaseethis #worththellogin

31

Moak reminded attendees about ALPA's History of Pride, showcased at the Herndon, Va., office building. In addition to several upgrades that allow for more on-site pilot

meetings, ALPA's headquarters now features decorations, memorabilia, and artifacts from ALPA's long history. Members donated many of the items. Take a virtual tour at www.youtube.com/WeAreALPA/videos or visit 535 Herndon Parkway.



32

Want to share a piece of your airline history or ALPA history? The Association is always looking for new items to showcase in the building. E-mail SMDR@alpa.org for more information.

33

The Association recognized Cassidy for his service on behalf of the union and its members. "Sean, for your advocacy efforts to advance the safety, security, and pilot assistance of our piloting profession; the tireless hours spent educating the news media, members of Congress, and our own members," Moak said, while BOD delegates stood and almost refused to stop applauding.

34



In Moak's final words at the 2014 BOD, he invited delegates to join him in Washington, D.C., on November 19 to further #DenyNAI. "Who's with me," he asked. "All y'all stand up!"

Ebola Update

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

On October 8, Thomas Eric Duncan, a Liberian citizen who had traveled from Liberia to Dallas, Tex., via Brussels, Belgium, and northern Virginia in late September, died of Ebola virus disease (EVD).

Later the same day, the U.S. Centers for Disease Control and Prevention (CDC) and U.S. Customs and Border Protection (CBP) announced new measures to screen arriving passengers for EVD at five U.S. international gateway airports—ATL, EWR, IAD, JFK, and ORD. The screening focuses on travelers arriving from Guinea, Liberia, and Sierra Leone, the three west African nations most affected by the 2014 Ebola outbreak. According to the CDC, the five selected airports receive more than 94 percent of travelers from these three countries. (On October 21, the CBP announced that all travelers from the affected countries would have to route through the five U.S. airports with enhanced arrival screening.)

But the discovery of Duncan's arrival in the United States and subsequent illness spurred authorities to act even sooner than the CDC/CBP announcement.

On October 4, a B-757 from Belgium to Newark (New Jersey) Liberty

CDC, CBP Brief BOD on Ebola

On October 21, the U.S. Centers for Disease Control and Prevention (CDC) and U.S. Customs and Border Protection (CBP) briefed delegates at ALPA's Board of Directors (BOD) meeting on the Ebola outbreak.

Lieutenant Andrew Klevos, acting officer in charge at the CDC Miami Quarantine Station, said that since August, the CDC has deployed 155 health personnel to Guinea, Liberia, and Sierra Leone. People passing through international airports are subjected to multiple layers of screening; so far, 77 ill individuals have been detected, but none have had Ebola virus disease (EVD).

Chris Maston, the CBP's executive director for operations, noted that all U.S.-bound persons traveling from or through one of the affected countries must now fly to one of the five U.S. airports (ATL, EWR, IAD, JFK, and ORD) where additional personnel are performing EVD screening. Klevos said pilots play a critical role by notifying the CDC of ill passengers via reports to air traffic control.

Maston explained that the CBP, the CDC,

and other health partners routinely hold joint exercises to practice their coordinated response to pandemics. The CBP deals with ill passengers daily and is very accustomed to managing these kinds of situations.

Persons who arrive at one of the five enhanced-screening U.S. airports from one of the three Ebola source countries are subjected to a temperature check, interview with health-related questions, submission of travel history, and review of contact information. Maston thanked airline pilots for their role in providing detailed reports of ill passengers.

Klevos and Maston answered the following questions:

Q. HOW DOES THE CBP/CDC PRO-CESS WORK WITH RESPECT TO A REPORT OF AN ILL PASSENGER ON AN AIRLINER?

A. When a health-related notification comes from a flight within or to the United States, the information is routed through the CDC Emergency Operations Center via the FAA to



Lieutenant Andrew Klevos (left), U.S. Centers for Disease Control and Prevention, and Chris Maston, U.S. Customs and Border Protection.

the appropriate port of entry and one of the 20 CDC quarantine stations in the United States. Both agencies are notified concurrently; representatives from each show up at the airplane with other first responders.

Medical and CDC personnel board first to assess the sick passenger. The CDC can do this over the phone, facilitating a quick evaluation by first responders. The CDC subsequently notifies local hospitals and state and local health departments as needed. During the evaluation, well passengers are held on the airplane until the CDC has given the "all clear."

International Airport (EWR) landed with a passenger who became ill enroute. Given the highly publicized Ebola virus outbreak in west Africa earlier this year, and the fact that Duncan had entered the United States infected with the disease through Brussels, the airline and local authorities at EWR acted from an abundance of caution.

Of greatest importance: The passenger on that flight was screened and cleared.

After landing,

- the flight and cabin crew communicated the situation to local EWR authorities,
- local health officials boarded the airplane and transported the passenger and his traveling companion to a hospital,
- all other passengers and flight and cabin crewmembers were cleared and released to continue their travels, and
- the ill passenger did not show symptoms of EVD but, as a precaution, was

screened and later cleared.

ALPA, like the U.S. government and airlines, takes this issue very seriously and has been fully engaged since the EVD outbreak occurred this summer.

ALPA has been in contact with the FAA, Airlines for America, the Department of Homeland Security (DHS), and the CDC. The Association has urged all parties to develop and implement additional procedures to ensure that travel remains safe.

The union has developed the website www.alpa.org/ebola to inform members of any health concerns or questions regarding the spread of EVD. ALPA fully supports the U.S. government's efforts to minimize any risk with appropriate precautions.

Current procedures include predeparture health screening of passengers from affected countries. ALPA will continue to be engaged with and work with the FAA, the DHS, the CDC, and airlines to develop additional procedures to provide additional layers of screening and safety

of all flights transporting passengers from the affected countries.

While some may think the EWR event was an overreaction, ALPA does not believe we can be too cautious in this situation; therefore the actions taken after the flight landed at EWR were prudent.

How Ebola spreads

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

According to the CDC, the Ebola virus is transmitted through rough, direct contact (through broken skin or mucous membranes in, for example, the eyes, nose, or mouth) with

- blood or other bodily fluids (including, but not limited to, urine, saliva, sweat, feces, vomit, breast milk, and semen) of a person who is sick with EVD,
- objects (such as needles and syringes)

Q. HOW CONFIDENT IS THE CBP THAT THE AGENCY CAN IDENTIFY WEST AFRICAN NATIONALS WHO ROUTE THROUGH EUROPE? DOES THE GOVERNMENT WANT TO MOVE HEALTH SCREENING CHECKPOINTS OVERSEAS?

A. No direct flights connect the three affected countries to any U.S. port of entry. The CBP uses a number of systems to identify travelers arriving from or transiting through the affected countries and is successfully identifying those travelers plus those who may have interruptions or breaks in travel, or multiple stops in third or fourth countries.

The CBP has information-sharing agreements with other countries to manage risk effectively. Exit and entry screening is not 100 percent effective in preventing someone with EVD from entering the country but is highly effective for those showing symptoms.

Someone becoming symptomatic in flight is very unlikely, but the CBP has protocols for that situation. The CDC cannot address what European nations are doing to screen passengers from

affected countries, but their process for funneling them to the five major airports in the United States provides the ability to discern risk and presence of symptoms using a layered approach.

Q. WHAT IS THE PLAN FOR SCREENING SYMPTOMATIC DOMESTIC PASSENGERS?

A. Domestic operations are served by state and local health departments using CDC screening guidance with the CDC's assistance, such as a do-not-board list that can be used to restrict travel. For suspected Ebola cases, this could be for 21 days, the length of the Ebola incubation period.

Q. CAN EVD BE SPREAD BY SNEEZING?

A. Sneezed material would have to enter another person's mouth, nose, eyes, or broken skin, which is very unlikely. EVD is spread by direct contact of infected body fluids with broken skin and mucous membranes. The virus is not airborne.

Q. IF SOMEONE WITH EVD SNEEZED ON A TRAY TABLE, COULD THAT EXPOSE ANOTHER PERSON TO EVD?

A. The CDC has never identified a person who contracted EVD that way. The risk of this type of transmission is not zero, but is very low.

Q. IF A FLIGHT BOUND FOR ONE OF THE FIVE U.S. PORTS OF ENTRY FOR WEST AFRICAN PASSENGERS MUST DIVERT (E.G., FOR WEATHER), WHAT IS THE PROCESS FOR HANDLING WEST AFRICAN NATIONALS AT THE DIVERT AIRPORT?

A. The CBP has well-established procedures for managing flight diversions. In addition, a 24/7 Operations Cell has been established at the CBP headquarters to deal with these types of situations during the Ebola threat. The CBP coordinates with the CDC; they work with state and local health officials to resolve problems with flight diversions. ●

that have been contaminated with the virus, or

- infected animals.

EVD is not spread through the air, by water, or, in general, by food. However, in Africa, the Ebola virus may be spread as a result of handling bush meat (wild animals hunted for food) and contact with infected bats. There is no evidence that mosquitos or other insects can transmit the Ebola virus. Only mammals (for example, humans, bats, monkeys, and apes) have shown the ability to become infected with and spread the Ebola virus.

EVD can only be spread to others after symptoms begin. Symptoms can appear at any time between 2 and 21 days after exposure and can include fever (temperature at or above 101.5 F/38.6 C), headache, diarrhea, vomiting, weakness, stomach pain, lack of appetite, unexplained bruising or bleeding, and joint and muscle aches. If an exposed person does not develop symptoms within 21 days after exposure, it is very unlikely he or she will become sick with EVD.

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

Preventing Ebola infection

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

- practice careful personal hygiene—wash hands frequently or use an alcohol-based hand sanitizer,
- avoid contact with blood and other body fluids of any person, especially someone who is sick,
- do not handle items that may have come in contact with an infected person's blood or other body fluids,
- avoid funeral or burial rituals that require handling the body of someone who has died from EVD,
- avoid contact with animals and raw meat,
- avoid hospitals where Ebola patients are being treated (the U.S. embassy or consulate often is able to provide advice on medical facilities), and
- monitor your health for 21 days after returning from the epidemic area and seek medical care immediately if you develop symptoms of the Ebola virus.

Airlines operating in the countries in which the outbreak has occurred have trained their cleaning teams to take proactive measures to sanitize their aircraft. But cleaning teams only clean the cabin, not the cockpit, with

the appropriate sanitizers. However, it's highly unlikely that any material contaminated with the Ebola virus would come into the cockpit.

For pilots, using sanitizing materials to wipe down cockpit handles, control sticks or yokes, and the instrument panel is more than adequate protection. Avoiding greeting passengers with handshakes or other direct contact is also prudent. Avoiding unnecessary contact with surfaces in crew vans, hotels, and restaurants is recommended; but again, the risk of contact with the Ebola virus in these circumstances is extremely remote.

ALPA has pointed out to the FAA that guidance on what specific actions airline crews should take varies, not only from airline to airline but in various CDC guidance documents. ALPA has written to the FAA formally requesting a meeting with stakeholders to develop a standard response protocol.

For more information, visit <http://www.cdc.gov/vhf/ebola/about.html>.

And remember, if you find yourself in a hazardous situation, call ALPA's Worldwide Accident/Incident Hotline at 202-797-4180 (call collect) or the backup number, 703-892-4180 (call collect). ●

Treatment

No U.S. Food and Drug Administration-approved vaccine or medicine (for example, antiviral drug) is available to treat EVD.

Symptoms of EVD are treated as they appear. Basic interventions, when used early, can significantly improve the patient's chances of survival. They include

- providing intravenous fluids (IV) and balancing electrolytes (body salts),
- maintaining oxygen status and blood pressure, and
- treating other infections if they occur.

Recovery from EVD depends on good supportive care and the patient's immune response. People who recover from Ebola virus infection develop antibodies that last for at least 10 years, per-

haps longer. Not known yet is whether people who recover are immune for life or can become infected with a different strain of Ebola virus. Some people who have recovered from EVD have developed long-term complications such as joint and vision problems.

Experimental vaccines and treatments for EVD are being developed but have not yet been fully tested for safety or effectiveness.

The most effective way to stop the current Ebola virus outbreak in west Africa is meticulous work in finding Ebola cases, isolating and caring for those patients, and tracing contacts to stop the chains of transmission. People in the countries suffering the latest Ebola virus outbreak must be



Health-care workers on the front lines of the international war against Ebola virus disease must wear special protective clothing and follow strict protocols to avoid infection.

educated about safe burial practices, and health-care workers must strictly follow infection control in hospitals. As the CDC points out, "this is how all previous Ebola outbreaks have been stopped." ●



FEATHERED AND FURRY FOES OF AVIATION SAFETY: A PRIMER

- More than 255 people have been killed worldwide by bird strikes since 1988.
- Wildlife strikes cost U.S. civil aviation more than \$700 million per year during 1990 to 2013.
- About 11,300 wildlife strikes involving U.S. civil aircraft were reported in 2013.
- During 1990–2013, U.S. airlines reported 49 incidents in which pilots dumped fuel for a precautionary or emergency landing after striking birds on takeoff or climb.
- Waterfowl (30 percent), gulls (22 percent), raptors (20 percent), and pigeons and doves (7 percent) represented 79 percent of the reported bird strikes causing damage to U.S. civil aircraft during 1990 to 2012.
- More than 1,070 civil aircraft collisions with deer and 440 collisions with coyotes were reported in the United States from 1990 to 2013.
- The North American nonmigratory Canada goose population increased from 1 million birds in 1990 to more than 3.5 million in 2013. About 1,470 U.S. civil aircraft strikes with Canada geese have been reported between 1990 and 2013; 42 of these events involved multiple birds.
- A 12-pound Canada goose struck by an airplane traveling 130 knots at liftoff packs the kinetic energy of a 1,000-pound weight dropped 10 feet.
- The North American population of greater snow geese increased from about 90,000 birds in 1970 to more than one million birds in 2012.
- About 90 percent of all bird strikes in the United States involve species federally protected under the Migratory Bird Treaty Act.
- During 1990–2013, some 503 different species of birds and 42 species of terrestrial animals were involved in strikes with civil aircraft in the United States that were reported to the FAA. ●

When the Snarge Is Large

BY JAN W. STEENBLIK, TECHNICAL EDITOR

ALPA works with government agencies, manufacturers, airport managements, and others to reduce risk from wildlife hazards

Bird strikes and other wildlife collisions with aircraft pose a deadly serious threat to aviation safety. The “Miracle on the Hudson” on Jan. 15, 2009, was a wake-up call for many.

Capt. Chesley “Sully” Sullenberger and F/O Jeffrey Skiles, the pilots of US Airways Flight 1549, saved themselves, three flight attendants, and 150 passengers when they successfully ditched in New York’s frigid Hudson River after striking Canada geese over the Bronx and losing almost all thrust in both of their A320’s engines.

Sullenberger and Skiles had launched from New York’s LaGuardia Airport (LGA) just moments before they hit the geese at about 2,800 feet MSL; at LGA, as at many other airports, the wildlife hazards to aviation include multiple species of birds, mammals, or reptiles.

THE THREAT

Whacking a bird, multiple birds, deer, or other animals can be dangerous and expensive. Wildlife strikes can destroy engines, radomes, windshields, and landing gear systems; they can rip off exterior antennas and clog pitot/static systems.

Snarge—a term that scientists at the Smithsonian Institution’s National Museum of Natural History in Washington, D.C., coined from “snot” and “garbage”—describes the feathers and other residue that remain after a bird strike or other wildlife collision. Snarge on the hoof can be large: Deer strikes are on the rise, and at some airports where ALPA members fly, the wildlife hazards include bear, moose, caribou, turtles, coyotes, or alligators.



While turbojet and turbofan engines are more vulnerable to bird strikes than turboprops, consider the Silver Airways Saab 340 that struck multiple geese while on short final to Orlando, Fla., in August. The pilots landed, but one or more birds had struck the left propeller, shattering two blades. Shrapnel penetrated a cabin window and struck the flight attendant in the neck, narrowly missing her carotid artery.

COLLABORATING ON SOLUTIONS

Earlier this year, F/O Steve Jangelis (Delta), who chairs ALPA's Airport and Ground Environment (AGE) Group and the AGE Committee of his pilot group's Master Executive Council, was named a member of the Steering Committee of Bird Strike Committee USA, an influential group of government and industry representatives who collaborate to reduce wildlife hazards to aviation. Jangelis interacts directly with

airport managers to help achieve the highest possible safety standards; he received an ALPA Presidential Citation at this year's ALPA Air Safety Forum.

"We have certification requirements that transport-category airplanes must be able to meet certain standards for windshields and engines struck by birds," Jangelis points out. "But the standards don't account for every combination of numbers and sizes of birds that might be

ADVICE TO FLIGHT CREWS CONCERNING WILDLIFE HAZARDS TO AIRCRAFT

By ALPA's Airport and Ground Environment (AGE) Group

BEFORE TAKEOFF

- If you see wildlife on or near the runway, do not land or take off on that runway until the birds or animals are safely dispersed (delaying your landing or takeoff may delay you as much as if a thunderstorm were in your flight path). In the United States, the airport manager is responsible under FAR Part 139 for reducing wildlife hazards on the airport. Many other nations have similar regulations or requirements of airport management. The airport manager should have a plan of action with operations people who are trained to use proper techniques for dispersing wildlife and who are available to do so.
- Before departure, look for wildlife while scanning the runway for other hazards and respond to sightings or warnings of wildlife as you would to other aviation hazards. Remember that U.S. pilots are responsible under FAR Part 91 to "see what can be seen and separate [their] aircraft from obstructions and hazards, including birds."
- When you see wildlife hazards on the airport or in flight, promptly notify air traffic controllers, using the word "PIREP" in your report to ensure that controllers are aware that they should alert other pilots of the hazard, even though the FAA's *Air Traffic Controller's Handbook* requires controllers to issue advisories on reported bird activity, including type of birds, location, and

direction of flight.

- Do not expect birds to respond to your efforts to hasten their departure. When loafing on the ground, birds face into the wind and, therefore, will probably not see your aircraft or its lights as the airplane enters the runway. Airborne weather radar has no demonstrated effect on birds because they do not hear in the X-band frequency. While birds have acute hearing, no evidence exists that they associate noise, such as a jet engine spooling up, with any threat. Do not expect, therefore, that engines spooling up will cause birds to take flight.
- When taking off in a string of departures, as is common at hub airports, be particularly cautious when birds and other wildlife are in the vicinity. The lead or second aircraft may frighten feeding or loafing birds into becoming airborne over the runway or departure area, making them a collision risk for following aircraft. This scenario was one of the causal factors in the crash of an E-3 (B-707) in Alaska in 1995. Birds may try to return to the spot on the airport from which they were frightened by going into a "holding pattern" over the airport to wait. Therefore, if the lead aircraft scares flocks of birds into flying, wait until the flock has cleared the area before taking off.

IN FLIGHT

- More than 90 percent of all bird strikes happen below 2,800 feet AGL. If taking off in an area of high bird activity, climb

as expeditiously as possible. If enroute and suddenly confronted with birds, pull up rapidly, consistent with good piloting technique. Birds, when facing a collision risk, tend to tuck their wings and dive away from the intruder. However, when birds are close to the ground, expect them to turn in random directions to avoid a collision but do not expect them to descend.

- Consider slowing down if confronted with bird activity. If a collision occurs, a slower speed may minimize the damage as the damaging force is directly proportional to mass times velocity squared. Slower closing speeds will give birds more time to react and avoid a collision.
- Greater engine damage is likely during a bird strike at a higher power setting. If birds are a threat during final approach, and the options to land or go around are both viable, consider that it's better to hit birds at a lower power setting than at full go-around power.
- If wildlife is reported on or near the active runway, request another runway. Avoid flying over areas known to attract wildlife. Birds like bodies of water, such as airport retention ponds, lakes, and seashores. Consider requesting a different route if your assigned route carries you over or through bird activity.

AIRCRAFT CERTIFICATION

- Although designed to be very strong in many ways, modern aircraft cannot protect pilots from all wildlife hazards.

encountered.”

On the other hand, says Jangelis, “Even though airplanes and engines aren’t designed to be 100 percent ‘bird-proof,’ ALPA played a major role in developing the current standards for engine certification against bird strikes. The Association is involved in a follow-on effort to further improve those standards. That’s in keeping with the ALPA philosophy of not only detecting hazards but also evaluating the risk of those hazards.

“Under FAR Part 139 [airport certifica-

tion], every U.S. airport with scheduled airline service has to have a wildlife management plan,” he adds. “But there’s no silver bullet for keeping wildlife off the airport and out of the way of airplanes. In both Canada and the United States, scientists can use the snarge to identify the species involved—if it’s not otherwise obvious—and modify the airport’s wildlife management plan accordingly; for example, airport grass cut short attracts some birds, while tall grass attracts others.”

During Bird Strike Committee USA’s

annual meeting in August, Jangelis made clear that ALPA does not support mandatory strike reporting as proposed by some parties because the Association does not want pilots to face penalties if they fail to report a strike. “Since the US Airways Flight 1549 accident, voluntary reporting has gone up at a sharp rate, and the strike database is filling up quickly with reports,” he notes. “On the other hand, we urge pilots to voluntarily report wildlife strikes and hazards so we can continue to mitigate this very real threat to flight safety.”

Birds have penetrated the fuselages of many modern airliner types. Flightcrew members have been injured when birds struck their cockpit windows. Although the windows were not penetrated, the pilots were injured when the inner pane shattered and showered them with glass shards.

- The seriousness of an encounter with large birds, such as geese, swans, eagles, and vultures, cannot be overstated. Geese and swans are social animals and move in flocks. Jet engines are not required to be able to ingest even one large bird and continue operating normally. However, smaller flocking birds, such as starlings, which have high body density and often flock by the hundreds or thousands, may have the same effect on aircraft engines. Engines are certified as a type, not as a system with a particular aircraft. If an aircraft encounters enough birds, they can damage engines

to the point that the engines must be shut down.

BIRD MIGRATION

- In North America, more than 300 million birds migrate every spring and fall. The four main migratory flyways—the Atlantic, Pacific, Mississippi, and Central—follow both coastlines, the Mississippi River, and the central plains east of the Rockies. Weather is the key to the start of migration—Nexrad radar can display thousands of flocks of birds headed south in the fall and paralleling strong cold fronts as they move across the country. Migrating birds often will wait on the ground for days for favorable winds aloft. During migration, waterfowl will fly both day and night, depending on weather and winds, and typically as high as 10,000 feet. This semi-annual migration creates additional hazards to aviation because migrating birds join resident airport

birds and increase the likelihood of conflict with aircraft.

- Although spring and fall migrations create two peaks of extra risk, late summer brings another period of increased hazard as inexperienced fledglings begin flying and adult birds molt (shed their flight feathers), reducing their maneuverability.

REPORTING WILDLIFE HAZARDS

- If you encounter wildlife hazards or strike birds or other wildlife in the United States, submit the appropriate company safety report and an FAA Form 5200-7 Bird Strike Report, in addition to a NASA ASRS report and an ASAP report if your pilot group and airline have an ASAP program. You can submit the report online at <http://wildlife.faa.gov/strikenew.aspx> to directly report wildlife strikes in the United States. Transport Canada maintains a wildlife control website (<http://www.tc.gc.ca/eng/programs/airports-wildlife-control-2948.html>) that features a link to an online bird/wildlife strike report form that you can fill out.
- You should submit these reports even if your airplane is not damaged because ALPA, NASA, the FAA, Transport Canada, and other interested parties use the reports as the basis for documenting problems and for requesting action from appropriate authorities to mitigate wildlife hazards. Without the reports, ALPA and the other parties face a difficult or impossible task in trying to substantiate the need for improvements. ●

View of fan blades of a JT8D jet engine after a bird strike.





By Kevin Cuddihy,
Contributing Writer

The HIMS (Human Intervention Motivation Study) program, the oldest pilot assistance program under the ALPA umbrella, turned 40 this year. And throughout its existence, this federally supported substance abuse, peer intervention, and treatment program has helped return airline pilots to flying while enhancing the safety and security of the U.S. airline industry.

HISTORY

HIMS program training was initially funded in the 1970s by the National Institute for Alcohol Abuse and Alcoholism (NIAAA) and came about due to the relentless work of ALPA and Dr. Richard L. Masters, ALPA's then new aeromedical advisor, along with Capt. Rod Gilstrap (United) and Capt. Gil Chase (Continental). Pilot involvement—pilots helping pilots—set the tone going forward.

The NIAAA funding was in effect for a total of 10 years. After a brief gap, the FAA picked up funding for program training in 1992 and has funded it ever since, with ALPA being awarded each contract. Because of ALPA's direct advocacy efforts, funding was included in the Fiscal Year 2014 omnibus appropriations legislation that will amount to more than \$1 million over the next few years. "ALPA has realized that supporting HIMS is going to save lives," said Capt. Chris Storbeck (Delta), ALPA's HIMS chair.

Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, echoed those thoughts. "HIMS is one of those invaluable programs that

most people are not aware of," he said. "But it benefits some of our members tremendously. It does so by recognizing that nobody's perfect, that we're all susceptible to all kinds of struggles. There is tremendous benefit in helping our members find a path back toward a successful and healthy future."

Before the HIMS program, being identified with a substance abuse problem was career ending. The FAA would revoke the pilot's medical certificate or management would fire the pilot—or both. Not only did this discourage afflicted pilots from getting the help they needed, it also discouraged their colleagues from reporting potential safety issues. In the tight camaraderie of the cockpit, no one wanted to be the person who ended his or her coworker's career.

That was then. Today, the HIMS program helps pilots in need—and those pilots are paying it forward. Storbeck and Dr. Donald Hudson, the HIMS program manager and a former ALPA aeromedical advisor, estimate that more than 75 percent of peer monitors in the program have been through HIMS as a participant. It's clear that a large number of pilots who go through the program give back so that others can receive the same benefits.

HOW IT WORKS

The administrators of the HIMS program make clear that they don't diagnose anyone, nor do they treat anyone. That is left to the professionals. What the HIMS program does, though, is educate pilots and management about the program, aid pilots in getting the help they need, and monitor pilots throughout the reinstatement process. While the Aviation Medicine Advisory Service (AMAS), ALPA's Aeromedical Office, coordinates the educational components of HIMS, airlines administer their own HIMS program consistent with FAA guidelines to help their pilots.

Once it's determined that a pilot has a potential problem, the goal is to have the pilot agree to an evaluation. Only a trained medical professional—an addiction medicine psychiatrist or psychologist—can diagnose the pilot.

After an assessment has been completed and the pilot has been diagnosed with an addiction, the next steps are treatment and recovery. The FAA strongly recommends a residential treatment program of at least 28 days. ALPA HIMS chairs and ALPA's Aeromedical Office can recommend a treatment center to the pilot, and many airlines' HIMS programs have relationships with centers. Once the pilot completes treatment, he or she begins a program of comprehensive and continuing care in which members of the airline HIMS program monitor the pilot's continuing recovery.

Capt. Rich Wilkening (Envoy Air), ALPA's HIMS vice chair, spoke at the HIMS Basic Education Seminar in Denver, Colo., in early September on the aftercare and recovery process. "We prepare our pilots for their new life," he explained. "We've taken away their coping mechanism [alcohol or chemical dependency], and we need to teach them how to cope."

During this period of intense treatment, the pilot will periodically meet with members of his or her HIMS team, including aftercare counselors, company and peer monitors, and a HIMS-trained psychologist and psychiatrist. A designated HIMS-trained FAA senior aviation medical examiner, known as an independent medical sponsor (IMS), will assemble a records package that contains evaluation, treatment, and monitoring reports from these sources and then send the pilot's

completed case file to the FAA Medical Specialties Division in Washington, D.C., to review and approve the pilot's return to work under close monitoring.

WHY IT WORKS

There are a number of reasons why the HIMS program has been so successful, but it comes down to the incredible level of partnership, trust, and openness among pilot participants, ALPA, medical professionals, airlines, and the FAA. From the beginning, understanding that alcohol and chemical addiction is a disease has been the key to the program's success. "Management involvement in particular is critical," said Storbeck, "with a 'disease' approach to the problem." Pilots need to know that they will be helped, not punished, when they come forward. "There's still an erroneous stereotype," said Dr. Quay Snyder, ALPA's aeromedical advisor, "that this is a behavior of choice rather than a disease."

One of the easiest ways to convince management that the HIMS program is worthwhile is to point to the bottom line. Storbeck noted that for legacy carriers, every dollar spent on pilot rehabilitation can save \$11 in training costs. Smaller airlines and regional airlines may not have the same costs associated with training, but they still see a return on investment. They will save a minimum of \$2 for every dollar spent on rehab.

FAA: THE FINAL PIECE

The final and perhaps most important piece of the HIMS partnership is the FAA. Without the FAA's support and approval, it's safe to say that HIMS simply wouldn't exist. Dr. Nicholas Lomangino, the acting manager of the FAA's Medical Specialties Division—which determines whether a pilot is approved to return to the cockpit—succinctly described the HIMS program as "40 years of saving lives." But the FAA's specific interests, he said, lie in safety. "Our primary mission is safety," he stated. "We're obligated to identify safety risks. As long as pilots can perform safely when they return to work, that's what our interest is in."

The FAA enthusiastically participates in this program with ALPA and the airlines. "We actively work with pilot organizations so that we can establish programs that meet our safety objectives," explained Lomangino. He praised the partners involved, pointing

to "a mutual trust and openness in communication and a balanced approach to problem-solving and creating solutions" as beneficial to all parties.

THE NEXT 40 YEARS

ALPA's Aeromedical Office may not have the next 40 years planned out, but it's working to ensure that the HIMS program continues to help return airline pilots to the cockpit.

Storbeck, who has been with HIMS since 1991 as a volunteer, is stepping down as chairman at the end of the year. "He raised HIMS to a new level," praised Dr. Lynn Hanks, a member of the HIMS Advisory Board and a pioneer in addiction medicine. Added Hudson, "He brings the pilot perspective—it is the pilots' program, and he represents them extremely well."

As the HIMS vice chair, Wilkening provides a regional pilot's perspective to the HIMS program. "The biggest difference between airlines' programs," he explained, "is the level of support. Legacy carriers go out of their way to support pilots, while the regionals run the gamut in terms of support."

"There are people who we haven't reached yet," he said. "We're going to save lives, we're going to save families, and we're going to save careers. I'm in the lifesaving business," Wilkening concluded.

HIMS is in the lifesaving business, too. 

DR. MASTERS FLIES WEST

On Oct. 19, 2014, Dr. Richard Masters, ALPA's first aeromedical advisor and an icon in aerospace medicine, died peacefully at his home in Denver, Colo. A graduate of Wayne State, the University of Michigan, and Harvard, Masters had an illustrious career as a flight surgeon in the U.S. Air Force, including a tour of duty in Southeast Asia during the Vietnam War. Upon discharge from the Air Force, he was employed in the astronaut medical evaluation program at the Lovelace Clinic in New Mexico. In 1969, he became ALPA's first aeromedical advisor, relocated to Denver, and established Aviation & Preventive Medicine Associates (APMA), better known as ALPA's Aeromedical Office.

In 1972, collaborating with Capt. Rod Gilstrap (United) and Capt. Gil Chase (Continental), Masters successfully petitioned ALPA's Board of Directors to support the groundbreaking occupational substance abuse identification and treatment program known as HIMS. During his 24-year tenure as director of ALPA's Aeromedical Office, APMA provided consultative medical assistance to more than 22,000 ALPA members, establishing a benchmark of excellence unmatched in his profession. In 1993, Masters was made an honorary member of ALPA. ●



National Aviation Hall of Fame ENSHRINEES



National Aviation Hall of Fame Honors Airline Pioneer *Emily Howell Warner*

By John Perkinson, Staff Writer

“‘G’ood evening, ladies and gentlemen. From the flight deck, this is your captain speaking.’ It is because of Emily Howell Warner that it’s possible to hear those words spoken by a woman today.”

F/O Donna Miller (American) selected these words to sum up Capt. Emily Warner’s many accomplishments when introducing her as the latest inductee to the National Aviation Hall of Fame during an enshrinement ceremony in October.

In the audience sat a few of the many airline pilots Warner has inspired in the last four decades, including Capt. Jean Harper (United, Ret.) and F/O Jolanda Witvliet (United), who have both written articles about Warner’s achievements. Other pilots also traveled to Dayton, Ohio, for the celebration, including F/O Kerri Ballard (Alaska), Capt. Suzanne Skeeters (Delta), F/O Jackie Fleming (United), and Capt. Becky Howell (Southwest).

Miller went on to talk about Warner’s passion for flying, her determination to

realize her dreams, and the tremendous influence she’s had on others pursuing careers in the airline industry. She concluded by noting that the Smithsonian National Air and Space Museum in Washington, D.C., has Warner’s uniform on display. “Emily, if they hang your laundry at the Smithsonian, you have arrived.”

CLASS OF 2014

One of six inductees this year, Warner graciously accepted this latest accolade, saying, “I’d like to thank the National Aviation Hall of Fame for this prestigious honor. It is truly the highlight of my aviation career.” Warner acknowledged the many individuals who helped make her journey possible, including the WASPs (Women Airforce Service Pilots), “who flew in World War II and showed me that it could be done. Thank you, ladies, for your inspiration.”

Choosing a singular highlight in Warner’s illustrious career is no simple task. A pioneer in the airline industry, the Colorado native was hired by Frontier

Airlines in 1973, making Warner the first female pilot to fly for a scheduled, jet-equipped U.S. airline. News reporters packed her first flight on Feb. 6, 1973, from Denver, Colo., to Las Vegas, Nev., to catch a glimpse of the female second officer. Three years later, she became the first



woman to serve as a U.S. airline captain.

Neither of these accomplishments came easily. Warner confronted her share of skeptics, but she did so with composure, persistence, and solid flying skills.

During her airline career, Warner served as a pilot for Frontier, Continental, and UPS. She flew Convair 580s, de Havilland Twin Otters, Douglas DC-8s, and Boeing 737s and 727s. Retiring from UPS in 1990, she became an FAA safety inspector and later the B-737 aircrew program manager for United Airlines. Other Warner firsts include captaining the first all-female Continental Airlines cockpit crew and becoming the first ALPA female pilot member, joining the Association in 1974.

LEADING THE WAY

Warner is the 15th woman and the 225th individual to be inducted into the National Aviation Hall of Fame. Ron Kaplan, the museum's executive director, described her as "a trailblazer," adding, "She's someone who has led the way."

Kaplan explained that the organization's Board of Nominations selected Warner from a pool of hundreds of worthy candidates because of her accomplishments but also because of her positive influence on aviation. Just the day before the enshrinement ceremony, Warner participated in a Wings of Women Conference in Dayton, Ohio, meeting with a large group of high school girls to talk about her experiences and encourage them to consider airline

piloting careers.

A member of the International Society of Women Airline Pilots as well as the Ninety-Nines, which provides scholarship money to women pursuing flying interests, Warner routinely supports women-in-aviation events to share her insights.

This kind of mentoring can be crucial. When Warner first flew for Frontier, she took very seriously some advice Capt. Ed O'Neil, the airline's vice president of Flight Operations, shared with her. Given Warner's distinction as the airline's first female pilot, O'Neil recommended that when Emily made airline-related choices, she should consider whether her decisions were 1) good for her, 2) good for Frontier Airlines, and 3) good for female pilots.

Warner lived by those words and, along the way, amassed more than 21,000 hours in the cockpit and numerous accolades. In 1973, she received the Amelia Earhart Award. Two years later, she headlined the United Nations International Women's Year kickoff dinner. Warner has been inducted into the Colorado Aviation Hall of Fame, the Women in Aviation International Pioneer Hall of Fame, and the National Women's Hall of Fame. In 1994, the Colorado Senate passed Resolution 94-29, recognizing Warner for her achievements in aviation history. These are just some of her tributes.



CUE THE VIDEO

During the enshrinement ceremony, a video of Warner's life recounted the events that would lead to her career in the sky. The narrator revealed that Warner worked at the May Company, a department store chain, while attending high school. "Airline stewardesses shopping at the May Company between flights caught Emily's attention. A fellow employee, knowing of her interest, suggested she take the airlines for an upcoming trip.

"On the return flight, the crew of the Frontier DC-3 obliged when Emily asked to see the cockpit. With one look at the dazzling array of dials and switches, and seeing the pilots' view through the windshield, Emily's world was changed." And thankfully, so was ours. Warner broke the airline pilot gender barrier once and for all. [▶](#)



Attending the ceremony, from left, are Capt. Suzanne Skeeters (Delta), Capt. Becky Howell (Southwest), and F/O Donna Miller (American), who presented the award to Capt. Emily Warner (UPS, Ret.)

Continuing Emily's Legacy

By F/O Jolanda Witvliet (United)

Emily Howell Warner's first flight as a Frontier pilot was a watershed moment for women in aviation. She has been an inspiration to me and to thousands of other women who chose to pursue careers as airline pilots. Yet according to the FAA, women made up only 6.7 percent of all pilots and flight instructors in the United States last year. The International Society of Women Airline Pilots reports that approximately 4,000 of the 130,000 airline pilots from around the world are women. With more than 40 years of flying under our belts since Frontier hired Capt. Warner, why do we continue to represent such a small number?

Those of us who fly as cockpit crews

know that it is an enjoyable and rewarding experience, but it comes with its own set of challenges and commitments. The expense of learning to fly can be difficult to manage. The job requires continuous training and time away from home. However, these are considerations men must also make. In our traditional view of "home," flying for an airline can be a difficult lifestyle when trying to raise a family.

However, the biggest obstacle in this evolution is a mindset. Despite the incredible inroads we've made in joining the profession and the support and acknowledgments we've garnered from our male cockpit colleagues, the general public just doesn't think of women as airline pilots. Many female students do not realize that flying is even a career option

available to them.

Emily's recent induction into the National Aviation Hall of Fame should serve as a reminder that we have a responsibility to more actively promote the idea of women in aviation. We all need to make greater efforts to reach out to schools and national organizations, like the Girl Scouts, to make young women realize that this is a serious career choice. In contrast, look at the progress women have made as doctors and lawyers. We need to make better use of the news media to communicate this idea.

As pilots, we know that gender is not a factor. Come on ladies, your cockpit is ready. The flight deck awaits you. ●



▲ **Capt. Don Wykoff, chairman of ALPA's Flight Time/Duty Time Committee, moderates a panel on fatigue risk management plans.**

ALPA, A4A Host Flight Time/Duty Time Workshop

“We've had about 50 requests for interp[retation]s since [FAR Part 117, the regulation that sets flight and duty time limits and minimum rest requirements for U.S. passenger airline pilots] was implemented—and several requests before.

“Be careful what you ask for—we're trying to keep these interps performance-based, rather than taking a prescriptive approach. Most of what we've talked about today represents less than one percent of all FDPs [flight duty periods].”

So said Robert Frenzel, manager of the FAA's Operations Law Branch, during a workshop that ALPA and Airlines for America (A4A) held in Washington, D.C., on September 25–26 to review nearly nine months of experience with FAR Part 117.

More than 140 key stakeholders—ALPA local pilot group leaders, ALPA labor relations attorneys, and representatives of the FAA and U.S. airlines—discussed the state of the FAA's current fatigue rules for passenger airline pilots.

Capt. Don Wykoff (Delta), chairman of ALPA's Flight Time/Duty Time (FT/DT) Committee (and president of the International Federation of Air Line Pilots' Associations), moderated the workshop. Wykoff was co-chair of the FAA's Flight and Duty Time Limits and Rest Requirements Aviation Rulemaking Committee (ARC) that spent the summer of 2009 drafting recommendations to the FAA that formed the basis of the overhaul of the fatigue rules.

Although the ARC recommendations were intended for all airline pilots, the FAA's final rule applied only to pilots flying for passenger airlines. ALPA continues to press hard to eliminate this distinction and overturn the cargo “carveout.”

The following are highlights from the workshop.

Intent of Part 117

The FT/DT ARC was created to develop recommendations to the FAA based on science while adding “a generous dose of operational experience,” explained John Duncan, director of the FAA's Flight Standards Service.

“Part 117 depends on honest, mutual cooperation of all parties, striking the appropriate balance between the need to maintain schedules and getting flight crews the rest they need. We have a rule with a simple, specific intent: well-rested flight crews. We must operate to the intent of the rule. Everyone must work beyond traditional adversarial roles.”



Capt. Don Wykoff (Delta)

FDP extensions

Wykoff noted, “I think we're still hunting for the sweet spot, the balance between accepting and rejecting flight duty period (FDP) extensions.” He argued that the pilot in command makes operational decisions on every flight, and that deciding whether to accept an extension should be treated no differently than other opera-

tional decisions.

“We just need to ‘captain up,’” Wykoff declared.



Capt. Jim Mangie (Delta)

Capt. Jim Mangie, director of Delta Air Lines Pilot Fatigue Program, said, “An extension should be a nonevent. As a company, we need to figure out what is wrong and fix it.”

Mangie, who co-chaired the FT/DT ARC with Wykoff, noted that FDP extensions of 31–120 minutes occur on less than 1 percent of all FDPs.

Frenzel added, “The McFadden interp said you can't pre-concur with an extension—e.g., you can't concur with an extension when you show up for work. The tables are the limits. All operations beyond the tables require an extension. All extensions require concurrence. We have procedures for reporting concurrence. It's that simple.”

Reserve assignments

Bob Dansby, Southwest Airlines' senior manager of Crew Scheduling, said that reserve assignments constitute an area that was unclear in

Part 117 and led to interpretations and technical corrections. Unfortunately, some of those have not been favorable to pilots.



Capt. Jon Reynolds (JetBlue)

Capt. Jon Reynolds (JetBlue), a member of ALPA's FT/DT Committee, pointed out that under the old FAR Part 121 rules a reserve duty period couldn't exceed 16 hours. Now, a reserve assignment period (RAP) can be extended to 18 hours.

Mangie explained, "We were trying to fix a reserve that had two parts—domestic and international. On the domestic side, 16 hours vs. 18 hours, I agree with you. But on the international side, you could be on reserve for 24 hours."



Capt. Chip Mayer (American)

Irregular ops/ unforeseen operational circumstances

Capt. Chip Mayer, American Airlines' director of Crew Schedule Planning, said a study of 2014 first quarter data from US Airways' legacy fleet showed that 25 percent of extensions—and violations—occurred on less than 1 percent of the days.

"Buffers can't protect crew pairings during IROPs [irregular operations]," such as days with widespread snow or thunderstorms, Mayer concluded.



JetBlue's Tony LaCognata

Tony LaCognata, JetBlue's director of Crew Services, recalled, "We realized early on that our rest buffer, which was 60 minutes at the time, was inadequate." Starting with the March bid month, JetBlue changed that to 60 minutes at base or within 60–90 minutes limo transport at crew bases, and 120 minutes at nonbase cities with some exceptions.

F/O Phil Otis (United) asserted, "Part 117 brought a big learning curve with the company, as schedulers thought they could add two hours to a RAP. United ALPA has a couple of pilot volunteers who work

pretty much full time on the scheduling floor to detect and resolve Part 117 problems and issues."



F/O Phil Otis (United)

Doug Mullen, assistant general counsel for A4A, said, "There's no way you can regulate every circumstance. I would suggest that not defining 'unforeseen operational circumstances' is a good thing."



Capt. Sean Cassidy, ALPA first vice president

Just culture

Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, acknowledged the difficulty of defining "just culture" for the airline industry but noted its critical importance to combatting pilot fatigue.

Duncan declared, "Just culture is not about punitive action; it's about detecting

Call to Action: The Safe Skies Act Of 2013

The Safe Skies Act of 2013 will correct the FAA's oversight in applying FAR Part 117 to passenger airlines only. For decades, ALPA has advocated for "One Level of Safety," because all pilots and airline operations should be treated equally, regardless of payload or flight mission. Contact your congressional representative today to urge him or her to support the Safe Skies Act. ●

problems and getting them fixed. Airlines have to handle them in a way that engenders that trust. Airlines [also] have to be able to handle abuse of the system, because some elements will always take advantage of the system."

Mangie, asked how to build trust, replied, "First, you have to develop an environment in which people aren't afraid to tell you stuff. It also takes buy-in from the top—not just from Flight Ops, but also from the CEO/COO level. If you don't have those two things, nobody's going to talk to you."

Wykoff described subtle pilot-pushing regarding extensions. Mangie responded, "Dispatchers, sector managers, crew trackers, and others have the job of keeping the system running—when a pilot makes

the fatigue call, it's against their nature to [accept that]. We've found we have to get that call away from those people and have the pilot talk to a management pilot who is more neutral and speaks the same language."



A4A's Doug Mullen

Recent interpretations

Mullen said, "We've spent a lot of time at A4A discussing Part 117 and what certain sections mean. Sending all these [requests for] interps to the FAA is not the way to go." Mullen said A4A was willing to participate in a government/industry group to find alternatives to the FAA legal interpretation process.

Jim Johnson, ALPA managing attorney, praised Frenzel for getting interpretations out in 120 days, but criticized a recent interpretation that allows a reserve FDP to extend to 18 hours.

Asked when an FAA legal



FAA's Robert Frenzel

interpretation goes into effect, Frenzel said, "immediately." Mullen cautioned that requiring an airline to make a significant change in operations quickly can add risk.

FRMP

Dale Roberts, an aviation safety inspector with the FAA's Operations Fatigue Risk Management, advised, "We see a lot of confusion about [the differences between] FRMP [fatigue risk management plan] and FRMS [fatigue risk management system]—often they are used interchangeably, and shouldn't be."

An FRMP must include a rest scheme that respects duty time limitations while limiting scheduling conditions known to contribute to fatigue. Dr. Thomas Nesthus of the Office of Aerospace Medicine at the FAA's Civil Aeromedical Institute said this requirement is very important because it addresses situations in which flying might be legal but not reasonable. He added that training on fatigue and FRMP-related policies and procedures, plus FRMS-specific policies, "is difficult to operationalize."

Brad Troxel, Southwest Airlines' Flight Safety Risk Management lead, said Southwest's first FRMP went into effect July 1, 2011. "We encourage the pilots to fill out and submit a fatigue work sheet," he noted. "We've gotten some of their recommendations adopted. The majority of our success with the FRMP has been education of the pilots and crew schedulers."

Capt. Doug Pinion (American), chairman of the Allied Pilots Association's FT/DT Subcommittee, declared Southwest's program to be "the gold standard" of FRMPs, because the pilots can call in fatigued and always get paid (the pay might come out of the pilot's individual sick bank).



Capt. Doug Pinion (American)



FAA's Dale Roberts

FRMS

Regarding the FRMS application process, Mangie said, "The challenge hasn't been the process itself, but the time line. Delta has been working for about nine months to get an FAA exemption from an unintended consequence of the regulation."

Roberts said the FAA is processing 15 applications for FRMS; seven airlines are engaged in data collection required by the application process. The average FRMS application is about 50 pages long; airlines must proceed through four "gates" in order. The philosophy behind the FRMS "is more like [that of] an ops spec," he advised.—*Jan W. Steenblik, Technical Editor*

Transport Canada Issues NPA on Pilot Fatigue Rules

On September 15, Transport Canada (TC) issued a notice of proposed amendment (NPA) regarding flight crew fatigue management. The NPA calls for reducing the maximum duty day in Canada to 13 hours.

The NPA comes almost two years after TC's Canadian Aviation Regulation Advisory Council (CARAC) Technical Committee recommended that the Civil Aviation Regulatory

Committee review the CARAC Flight Crew Fatigue Management Working Group report to update flight- and duty-time regulations and rest requirements.

ALPA participated as a member of the CARAC working group, which, in its report, recommended changes to the current flight duty time limitations and rest periods that would harmonize Canadian regulations with the International Civil Aviation Organization's standards and recommended practices on fatigue management and with changes the U.S. FAA and the European Aviation Safety Agency recently implemented. ●



Skin Cancer, FAA Policy, And You

By Dr. Quay Snyder, ALPA Aeromedical Advisor

Editor's note: The following information is adapted from an article available at www.AviationMedicine.com.

One in five Americans develops skin cancer. Most cases are preventable; many are treatable, but malignant melanoma is sometimes fatal. Reducing exposure to ultraviolet (UV) radiation is the cornerstone of prevention. Regular skin exams are key to early detection and cure. FAA policy on medical certification of pilots with skin cancer depends on the type and extent of the disease.

UV radiation and skin damage

Cumulative UV damage to DNA in skin cells may cause premature wrinkling and aging of the skin—and cancer. Individual sensitivities to UV radiation vary, primarily with natural skin pigmentation. Medications and some medical conditions may temporarily increase sensitivity. Sensitivity is quantified by noting the erythema (redness) of the skin after UV exposure. Sunburns are erythema of superficial skin cells.

Types of skin cancer

Less than 5 percent of skin cancers are melanomas, but they cause the overwhelming majority of skin cancer deaths (an estimated 9,700 of the 13,000 U.S. skin cancer deaths in 2014).

The two major types of nonmelanoma skin cancers are basal cell carcinomas (the most common type, but rarely fatal) and squamous cell carcinomas.

Risk factors

Skin cancer risk factors beyond our control are gender, natural skin pigmentation, age, family history, multiple moles, and immune system status. More than half of

all skin cancers occur in people older than 50. Fair-skinned whites have four times the risk of olive-skinned Caucasians, and 20 times that of blacks.

Modifiable risk factors include exposure to UV radiation (sunlight, sun lamps, and tanning beds), smoking, sexual contact with human papilloma virus, chemical exposures, and certain medications.

Basal cell and squamous cell carcinomas are related to cumulative sun (UVA and UVB radiation) exposure. Melanomas are not directly related to chronic sun exposure, but to brief, intense, blistering sun exposure, especially in childhood or adolescence.

Location and spread (metastasis)

Nonmelanoma skin cancers are usually found on the face, ears, neck, and the backs of the hands. Exposure to human papilloma virus may cause cancers of genital and anal skin.

Basal cell carcinomas rarely spread to other areas of the body (metastasize), but if left untreated, can invade adjacent bone. If surgically removed, those cancers that recur tend to do so in the same location as the original cancer.

Squamous cell carcinomas tend to invade local areas and can recur in the same location as the original lesion. They are more likely to spread to other areas of the skin, but tend not to spread through the lymph nodes.

Melanomas, found most commonly on the upper backs of men and women and the backs of legs of women, are nearly always brown, black, or bluish. Unusual locations for melanomas include under the fingernail bed and in the retina of the eye.

Melanoma is much more likely to spread than nonmelanotic skin cancers. Like other skin cancers, melanoma may extend to deeper layers of tissue. However, noncontiguous spread to other areas of the skin also is common. Melanomas may spread through the lymph nodes to distant body parts. Metastases to the brain and distant organs are common in advanced melanomas. Approximately 86 percent of melanomas are discovered before they have spread.



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

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

Appearance

Basal cell carcinomas look like pale moles or smooth, usually symmetric, wart-like bumps. They may be flesh-colored, pale, or reddish, often with fine blood vessels visible. Occasionally, a basal cell carcinoma may ulcerate (develop an open sore). A definite edge to the carcinoma is usually visible when stretching the lesion.

Squamous cell carcinomas generally begin as flat areas of scaling and skin redness. Pre-cancerous lesions (actinic keratoses) have a hard white scale over a red base. The scale may be scratched off, but tends to recur in the same location. As squamous cell carcinomas grow, they tend to become a deeper red, increase in diameter, and may develop central ulceration. Their edges are less distinct than those of basal cell carcinomas. Squamous cell carcinomas may also appear nodular.

Melanomas are much more variable in appearance, often asymmetric, with irregular, notched borders, and variable color, with multiple shades in the pigmented lesion. They often also have changing appearance or size, a diameter greater than 6 millimeters (¼ inch), and a raised surface (most benign moles are flat). The American Cancer Society has published the ABCDE rule for determining if a mole is suspicious for cancer.

A is for asymmetry: One half of a mole or birthmark does not match the other.

B is for border: The edges are irregular, ragged, notched, or blurred.

C is for color: The color is not the same all over and may include shades of brown or black or sometimes with patches of pink, red, white, or blue.

D is for diameter: The spot is larger than 6 millimeters across (about ¼ inch—the size of a pencil eraser), although melanomas can sometimes be smaller than this.

E is for evolving: The mole is changing size, shape, or color.

These are only general guidelines; have your physician promptly check any suspicious skin lesion. Persons with large numbers of moles are at greater risk for melanoma.

Treatment

Optimum treatment for skin cancer depends on the type, size, depth, and circumference of the cancer. Location of the cancer, particularly on the face, and patient preference also are determining factors.

Basal cell carcinomas may be treated with cryotherapy (freezing), excisional biopsy (surgical removal), or by curettage (scooping out the cancer) with electrodesiccation (cauterization). Mohs micrographic surgery involves progressively shaving off layers of the tumor until microscopic analysis indicates that surrounding tissue is free of tumors. Other less common treatments include oral medications, radiation therapy, and lasers.

Pre-cancerous actinic keratoses that often precede squamous cell carcinomas usually are frozen off with liquid nitrogen applied weekly for several weeks. A medication applied to the skin, 5-FU, often is used on the face.

Surgical excision usually is not necessary in early squamous cell carcinomas. When necessary, Mohs micrographic surgery is usually appropriate. More advanced lesions and those that have metastasized may require extensive surgery or chemotherapy. Patients with metastatic squamous cell carcinomas only have a 34 percent five-year survival rate.

Malignant melanomas are much more aggressive. The simplest treatment is surgical removal. The overall five-year survival rate for melanoma is 91 percent and is 98 percent if discovered early before the cancer has spread.

Melanomas on the fingers and toes may require amputation of the digit. Deeper lesions anywhere may dictate extensive regional lymph node removal to determine the extent of spread and to decrease the risk of missing a metastatic "seed" in the lymph nodes.

If melanoma spreads to a distant organ, usually the liver, lung, or brain, the five-year survival rate drops to 16 percent.

Surgical removal of the metastasis will not be a cure, but may improve patient comfort and quality of life. Metastatic melanoma also can be treated with chemotherapy and radiation therapy, but survival is not significantly extended.

Immunotherapy is the newest form of routinely practiced treatment for advanced melanoma. Treatments are designed to boost the patient's immune system to kill melanoma cells.

Sunscreens

A sunscreen's sun protection factor (SPF) is only quantified for UVB radiation (the most damaging part of the UV spectrum). Wind, water, perspiration, and insect repellents containing DEET may reduce effective SPF.

Sunscreens with SPFs greater than 30 provide essentially no additional protection over those with a lower SPF.

Reflective surfaces such as water, sand, snow, and concrete increase the intensity of UV

Reduce Your Risk from UVB

- 1 Stay out of the sun between 10 a.m. and 4 p.m.
- 2 Wear covering clothing, hats, and sunglasses when outdoors.
- 3 Use water-resistant sunscreen (SPF 15–30).
- 4 Be aware of sunlight reflected from water, sand, snow, and concrete.
- 5 Apply sunscreen at least 20 minutes before sun exposure.
- 6 Reapply sunscreen often, especially when exposed to water or perspiration or after toweling off.
- 7 Avoid sun lamps and tanning booths.
- 8 Read medication labels for skin-sensitizing side effects.
- 9 Don't smoke.
- 10 Protect children from intense sun exposure; they are at highest risk.

View the **American Cancer Society** information on skin cancer at <http://www.cancer.org/cancer/cancercauses/sunanduvexposure/skin-cancer-facts>.

radiation. Clouds allow significant UV penetration; as a general rule, if a shadow is visible, UV radiation is reaching exposed skin.

Aircraft windscreens and canopies generally block UVB radiation and most UVA radiation, but time on the ramp can increase exposure to both, particularly if not using sunscreen.

FAA policy on skin cancer

For superficial, nonmelanoma skin cancers, the FAA regional flight surgeon or aviation medical examiner (AME) likely will allow routine aviation duty until removal is scheduled. Those with basal and squamous cell carcinomas may return to flying after surgical removal of the cancer and completed treatment.

Pilots may report to the FAA on their next medical certificate application and should take documentation from their treating physician regarding the cancer to their AME. Basal and squamous cell carcinomas that cannot be completely resected, require ongoing therapy, or have metastasized are disqualifying until the FAA has reviewed and accepted the documentation.

Melanomas are disqualifying for aviation duties; the duration of disqualification depends on the depth and stage of the melanoma. AMEs may issue medical certificates and pilots may resume flying if pathology reports show that a melanoma has been completely removed and has a depth of less than 0.75 millimeters. Pilots with melanomas may have their cases reviewed by the FAA as soon as treatment is complete if no evidence of metastasis has been found or if metastases are confined to regional lymph nodes until treatment is complete.

Metastases to distant organs (except the brain) are disqualifying for at least three years after completing treatment. Brain metastases disqualify an individual for at least five years after completing treatment. Each situation requires reporting and clearance by the FAA before flying. The FAA will give a Special Issuance Authorization to pilots after more extensive melanomas are diagnosed and treated successfully. 🌐



Wearing the ALPA Pin *Speaks Volumes*

By F/O Jeff Mitchell (United)

Every ALPA pilot benefits from the long-standing gains fought hard for and won by fellow pilots and ALPA staff. Right now, there are countless ranks of pilot volunteers and ALPA staff diligently working to improve the safety, security, compensation, and quality of life for our profession. The easiest way to demonstrate the unity that is required to make substantial gains for our profession is by wearing your ALPA pin.

The pin is an important symbol of this union. As a United Airlines pilot since 2008, it is abundantly clear to me how important wearing the pin on one's uniform is to a group of individual pilots. Although the pin has been a part of the uniform since the United pilots joined ALPA, it assumed a special significance with the 1985 United pilots' strike, an event that forged a fierce camaraderie and a new identity for these members.

When I arrived at United, I was pleasantly surprised by the grassroots-level unity among the pilots: the ALPA flag (the IAM and AFA flags, too) in the Denver pilot training center, the ALPA Code of Ethics in the former Flight Operations Manual, and an adamant resolve among members to wear the ALPA pin on their uniform tie.

Not wearing the pin communicates the attitude of an independent contractor—think mercenary—a pilot who can be manipulated for individual gain (and collective loss). This behavior is ultimately detrimental because it highlights points of weakness in an otherwise strong pilot group.

Many forces are in play right now that would like nothing more than to coerce us into negotiating for our jobs as individuals. How do you think our profession would fare in that environment?

The ongoing challenges of negotiating a new contract and defending the current one are part of the landscape for any organized pilot group. Both demand constant attention and effort, and all of us must be vigilant to honor the terms of

the collective bargaining agreement despite management pressure or personal convenience. The reason is obvious: establishing a pattern of bending these rules can later prove detrimental at the negotiating table.

But with professionalism and an issue-oriented approach, we can use the mechanisms within the union to address any concerns that we might have. The same is not necessarily true with our airlines, and the expectation that it should be is not realistic. Keep in mind that airlines compete with

others to offer the best service at the lowest cost. Many of these costs are fixed, leading carriers to turn to labor for concessions in an attempt to erode standards we've fought hard to achieve—standards that make the airline piloting profession a desirable job and career, standards that we can only maintain if we work together.

At the same time, we must manage our individual expectations and determine the direction each of us must take as a member of the larger group. This connection, this relationship, symbolically begins with the choice of whether to wear the ALPA pin and the message that gesture sends to the larger community.

Whether you have had problems with your union—and most likely we all have, and occasionally considered “checking out” from the group—we collectively represent our own interests and must continue to do so if we are to have a say in our profession.

I'll be the first to admit that our chosen industry is frustrating. I'm at my fifth airline and, looking back, this experience has made me realize that I am an ALPA pilot who happens to work at United. Changing carriers can be an ordeal: back to the bottom of the seniority list, sitting reserve, and first-year pay—I've been there. But all the while, I realized that ALPA has been the constant, giving me the ability to engage in and defend my profession.

It takes the right attitude to wear the pin, to make building unity one's own standard operating procedure. But ultimately, the choice is yours. 🚀



“It takes the right attitude to wear the pin, to make building unity one's own standard operating procedure.”



Video, Please
To view a short video on Hawaiian Airline's 85th anniversary, scan the QR code.

The Wizard of OGG

By John Perkinson, Staff Writer

For decades, both flight crews and passengers arriving at Kahului Airport on the Hawaiian island of Maui have puzzled over the facility's "OGG" designation. Airport codes typically acknowledge the community the airport serves or the facility's name. But what does OGG have to do with Kahului Airport? Hawaiian Airlines, the Transportation Security Administration, and the Hawaiian Department of Transportation recently put an end to this mystery.

On September 15, they unveiled an 8-foot by 42-foot commemorative exhibit near the airport's Gate 19, shedding light on the code that was created to recognize former Hawaiian Airlines Capt. Bertram James "Jimmy" Hogg. A legend in Hawaiian aviation history, Hogg was recognized by the Civil Aeronautics Authority (CAA)—a forerunner of the FAA—in 1957 when the agency assigned the airport its three-letter designator.

The Kauai-born pilot spent an impressive 38 years with Hawaiian Airlines (previously Inter-Island Airways), starting as a mechanic in 1929. A year later, Hogg was promoted to the ambiguous rank of "mate." He explained, "The mate was copilot, 'smashed' all the baggage, maintained the plane, changed the engines, dispatched the flights, and served as radio-telegraph communicator in those days." The job paid \$125 a month.

Hogg upgraded to the official copilot position in 1936 and captain the next year, spending his time flying the airline's Sikorsky S-38, a twin-engine eight-seat am-

▼ **The 8-foot tall by 42-foot wide exhibit at Maui's Kahului Airport explains why the facility's airport code was named for former Hawaiian Airlines Capt. B. James Hogg.**

An Ogg Coincidence

The commemorative exhibit at Maui's Kahului Airport lays to rest previous speculation that the airport's OGG designator might have been attributed to Richard Ogg.

Ogg, the captain of Pan Am Flight 6, and his crew, flying from Honolulu to San Francisco, Calif., in October 1956, had to ditch their Boeing 377 Stratocruiser in the middle of the Pacific Ocean when two of the airplane's four engines failed.

Miraculously, there were no fatalities and the incident served as the basis for the 1958 movie *Crash Landing*. ●

prohibious aircraft. The S-38 delivered mail and transported passengers, traveling at approximately 85 miles per hour. Remembering these early years, Hogg recalled, "When we flew to Kona, we'd land in the bay and outrigger canoes would come out to bring in the passengers."

Hogg flew a wide array of aircraft types for Hawaiian, including the Convair 340 and 640, the Vickers Viscount, and various Douglas airplanes.

Following the infamous Japanese attack on Pearl Harbor in 1941, Hogg flew the first commercial interisland flight, transporting plantation owners and military personnel to Maui and the island of Hawaii. He told a newspaper reporter, "The weather was lousy. The visibility stunk. We flew at 50 to 100 feet all the way. I navigated in the old style—by the color of the water."

The airplane was fired upon several times

during the trip by those mistaking it for enemy aircraft. At both destinations, the DC-3 had to circle while tractors and bulldozers were moved from the runways. These vehicles had been strategically positioned to prevent surprise landings.

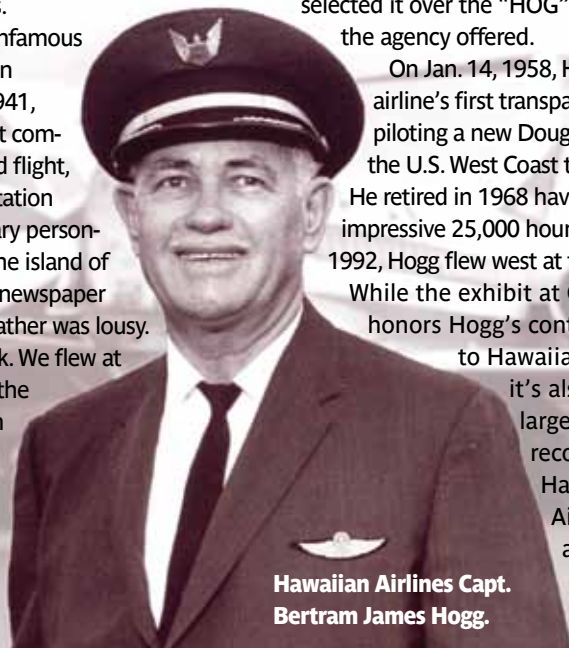
Hogg had a number of hair-raising experiences, including an emergency night landing on the island of Lanai to pick up passengers who needed to get to Honolulu. On the evening of March 5, 1947, Hogg had to touch down on and take off from a new field that had no landing lights. The local news reported that the airport manager and a police sergeant rounded up every available car or truck they could find. The vehicles were then lined up along the runway with their headlights turned on to provide some illumination for the cockpit crew.

After World War II, Hogg played an integral role helping the CAA position navigational aids throughout the Hawaiian islands. As thanks, the CAA established the OGG airport code for Kahului. Hogg selected it over the "HOG" alternative the agency offered.

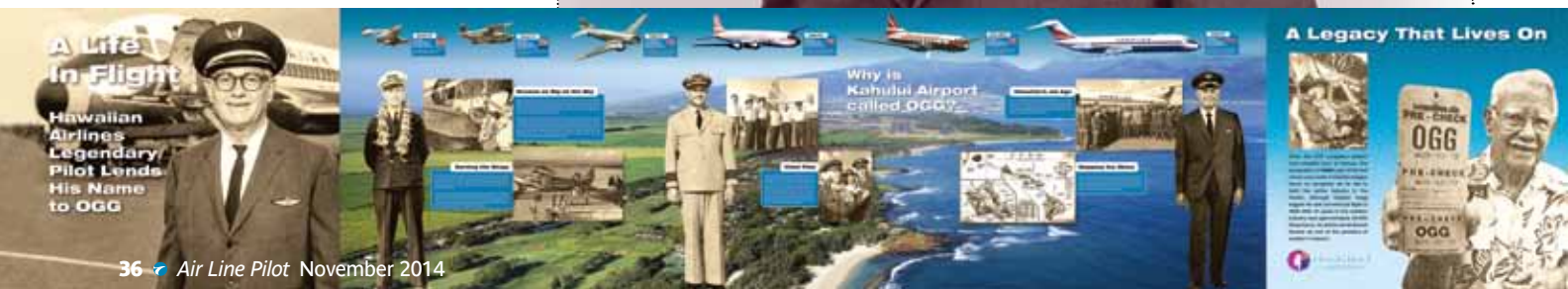
On Jan. 14, 1958, Hogg flew the airline's first transpacific flight, piloting a new Douglas DC-6 from the U.S. West Coast to Honolulu.

He retired in 1968 having logged an impressive 25,000 hours of flying. In 1992, Hogg flew west at the age of 84.

While the exhibit at Gate 19 honors Hogg's contributions to Hawaiian aviation, it's also part of a larger celebration, recognizing Hawaiian Airline's 85th anniversary on November 11. ●



Hawaiian Airlines Capt. Bertram James Hogg.



The Landing

Since its introduction in 2011, "Our Stories" has occasionally profiled ALPA members who have worked through local and national charities to give something back to their communities. Much like the Association's pilot volunteers, these members recognized an opportunity to offer their time and talents to make a difference. In this installment of "The Landing," we revisit some of the accomplishments of these engaged citizens who, through their actions, demonstrate what Winston Churchill once observed—

“What is the use of living, if it be not to strive for noble causes and to make this muddled world a better place for those who will live in it after we are gone?...”



F/O JOHN BLONSICK (Delta) kayaked down the St. Johns River in Florida to raise money for Wounded Warrior Project, a charitable program that aids injured service members.



CAPT. MIKE SNUFFER (FedEx Express) and **CAPT. DAVE JONES** (FedEx Express) biked in the Race Across America (RAAM), raising money for Operation Comfort, an organization that assists members of the military wounded in Afghanistan and Iraq.



F/O TYLER KLASSEN (Spirit) organized a charitable motorcycle run in the Indianapolis, Ind., area to purchase bikes for young patients at Peyton Manning Children's Hospital at St. Vincent in Indianapolis.



CAPT. JOE PRATT (Delta) climbed Mount Everest, raising donations for a Rotary International charity working to eliminate polio.



CAPT. RICK WEST (Delta) worked through Pilots for Kids to create a special fund for a Minneapolis, Minn., boy seriously injured in a car accident at the Minneapolis-St. Paul International Airport.



CAPT. MAURY GOTTLIEB (Atlantic Southeast) serves as a volunteer fireman for Nolensville Volunteer Fire Department Station 16 not far from Nashville, Tenn.



F/O JAN TAVRYTZKY (FedEx Express) started the Kids Playing for Kids charitable foundation to provide children who have life-threatening medical conditions the opportunity to play a sport with other kids.



CAPT. DAN HOFFMAN (Alaska) and **F/O CRAIG DAVIDSON** (Alaska) biked in the 21st annual Alaska Airlines Courage Classic through the Cascade Mountains in Washington state to support Mary Bridge Children's Hospital in Tacoma.

ALPA Resources and Contact Numbers

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



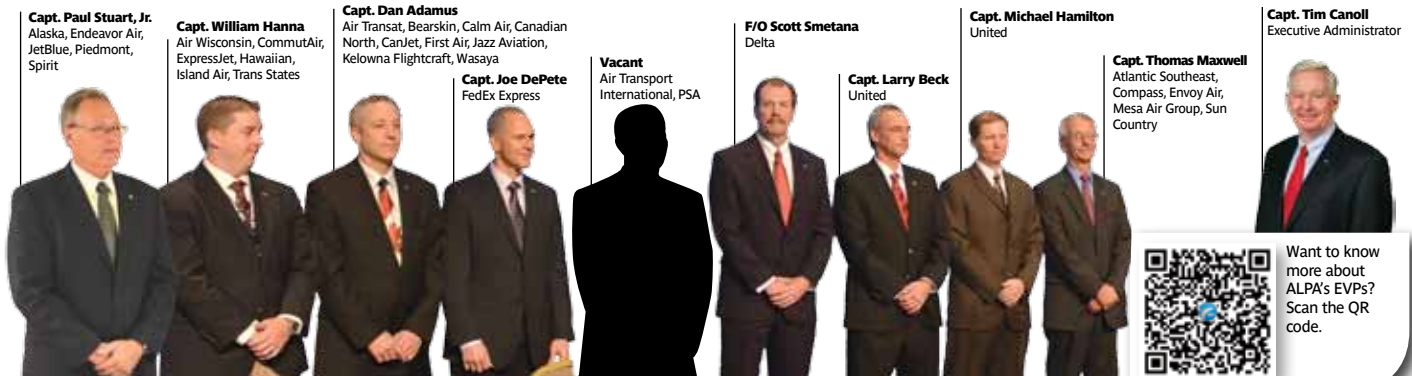
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Capt. Tim Canoll
Executive Administrator

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

(© paulspages.co.uk)

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

The solution to this month's ALPA sudoku can be found on page 12.

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

Have You Moved?

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

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

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, the Membership and Insurance toll-free number, 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 703-689-2270

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

Balloting (Balloting@alpa.org) 703-689-4173

Cashiering (Cashiering@alpa.org)
703-689-4385

Communications (Communications@alpa.org)
703-481-4440

Computer Help Line (HelpDesk@alpa.org)
703-689-4357

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

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

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

Election Dates LEC/MEC 703-689-4212

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Retirement and Insurance (R&I@alpa.org)
703-689-4114

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

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

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

Listed below are the telephone numbers of MEC offices.

Air Transat – TSC MEC 1-888-337-2033

Air Transport International – ATI MEC
505-263-8838

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

Alaska – ALA MEC 206-241-3138

Atlantic Southeast – ASA MEC
404-209-8566

Bearskin – BRS MEC 807-628-5683

Calm Air – CMA MEC 204-471-1000

Canadian North – CNP MEC 780-718-6012

CanJet – CJA MEC 1-800-959-1751

CommutAir – CMT MEC 440-985-8579

Compass – CPZ MEC 952-853-2373

Delta – DAL MEC 404-763-4925

Endeavor Air – PCL MEC 855-PCL-ALPA

Envoy Air – ENY MEC 817-685-7474

***Evergreen** – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

FedEx Express – FDX MEC 901-752-8749

First Air – FAB MEC 1-877-459-3272

Hawaiian – HAL MEC 808-836-2572

Island Air – AIS MEC 808-838-0188

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

JetBlue – JBU MEC 803-360-8338

Kelowna Flightcraft – KFC MEC
250-878-7950

Mesa – MAG MEC 602-306-1116

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

Piedmont – PDT MEC 339-987-1277

PSA – PSA MEC 616-405-3962

Spirit – SPA MEC 765-481-9033

Sun Country – SCA MEC 952-853-2393

Trans States – TSA MEC 610-805-5387

United – UAL MEC 847-292-1700

Wasaya – WSG MEC 807-624-7270

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Address Changes for Members Only: E-mail to Membership@alpa.org.

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Other Organizations

ALPA Aeromedical Office 303-341-4435

ALPA Federal Credit Union 1-800-747-2349

ALPA Accident/Incident Hotline

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

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

2014 EBCB Schedule

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

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



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