

October 2015

AIR LINE PILOT

Official Journal of the Air Line Pilots
Association, International 

STATE OF THE AIRLINE INDUSTRY:

Where Are We, & What's Next?


page 20

ALSO IN THIS ISSUE:

- » **UAS Update** page 26
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- » **Who to Call for
Medical Advice** page 32

ALPA Remembers 9/11 page 28

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

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ABOUT THE COVER

A Delta MD-88 parked on the ramp at Piedmont Triad International Airport in Greensboro, N.C. Photo taken by F/O Kyle Tomeny (Delta).

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Air Line Pilot (ISSN 0002-242X) is published monthly except for combined January/February and June/July issues by the Air Line Pilots Association, International, affiliated with AFL-CIO, CLC. Editorial Offices: 535 Herndon Parkway, PO Box 1169, Herndon, VA 20172-1169. Telephone: 703-481-4460. Fax: 703-464-2114. Copyright © 2015—Air Line Pilots Association, International, all rights reserved. Publication in any form without permission is prohibited. *Air Line Pilot* and the ALPA logo Reg. U.S. Pat. and T.M. Office. Federal I.D. 36-0710830. Periodicals postage paid at Herndon, VA 20172, and additional offices.

Postmaster: Send address changes to *Air Line Pilot*, PO Box 1169, Herndon, VA 20172-1169.
Canadian Publications Mail Agreement #40620579

Canada Post: Return undeliverables to P.O. Box 2601, 6915 Dixie Rd, Mississauga, ON L4T 0A9.



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Beyond the Page

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Doing Our Part to Help 'Green' Airlines Stay Safe and in the Black

By Capt. Kathi Hurst (United), Director, Energy & Environment, ALPA Air Safety Organization



The airline industry has an enviable record of environmental accomplishments that, arguably, no other such energy-reliant industry can match.

In what was viewed as a seminal event for aviation, the U.S. Environmental Protection Agency (EPA) published a proposed finding on July 1 that greenhouse gasses (GHGs) from aircraft emissions cause or contribute to air pollution. Capt. Joe DePete, ALPA's first vice president and national safety coordinator, delivered ALPA's views on the subject at an EPA-sponsored public hearing (see September, page 24). ALPA has recently filed comments with the EPA concerning the proposed finding and acknowledged, among other things, that the airline industry has an important role to play in reducing GHGs.

Over the years, the airline industry has become increasingly aware of its obligation to operate in an environmentally friendly and sustainable manner. Airline customers—passengers and cargo shippers—want their carriers of choice to reduce their carbon “footprint”

and to limit the effects of GHGs on the environment. Protests by environmentalists opposed to air travel, particularly in Europe, have helped to sharpen the focus of airlines around the world on the responsibility that they have to be as “green” as practicable.

In our individual roles as stewards of our planet, I believe that we have a responsibility to do our part to limit air pollution—and all other kinds of pollution for that matter—to the maximum practical extent using available procedures and technologies. However, as we informed the EPA, airlines must be allowed to do so in a way that maintains economic stability, promotes sustainability, and enhances energy independence. Airline pilots' most fundamental concern after safety of flight is economics—airlines need to be profitable in order to provide the career paths, salaries, benefits, and working conditions that we expect from our employers. For that reason, ALPA opposes any and all artificial means of reducing GHG emissions via financial penalties, taxes, and fees on our already overtaxed industry.

An important part of my job is to stay abreast of and counter any concepts for reducing jet fuel consumption and noise that might

compromise safety. As just one example, we recently discussed with industry representatives their ideas for reducing aircraft noise by creating significantly steeper glide paths and displacing thresholds to bring aircraft in over residential areas at higher-than-normal altitudes. The potential safety issues with those kinds of measures are readily apparent to pilots. However, there most certainly are safe ways for airline pilots to contribute to greater fuel efficiency and lower emissions, which include conducting single-engine taxi operations, choosing speeds and altitudes that burn less fuel, and using optimized profile descents, to name just a few.

The member states of the International Civil Aviation Organization (ICAO)—which include the U.S. and Canada, with the full participation of the EPA and the FAA—are presently developing an aircraft carbon dioxide (CO₂) certification standard through that organization's Committee on Aviation Environmental Protection (CAEP). ALPA's interests in the creation of that standard are represented through its membership in the International Federation of Air Line Pilots' Associations (IFALPA), which holds permanent observer status at ICAO. As we informed the EPA, ALPA supports international collaboration via CAEP on a plan for reducing GHGs that applies to airlines around the world, rather than unilaterally instituting higher emission standards in North America that would hurt our employers' ability to compete globally. It's worth noting that ALPA, International is the only pilot union in the U.S. and Canada that has IFALPA membership and, thereby, influence at ICAO.

The airline industry has an enviable record of environmental accomplishments that, arguably, no other such energy-reliant industry can match. According to Airlines for America, U.S. airlines improved fuel efficiency from 1978 to 2014 by more than 120 percent, resulting in 3.8 billion metric tons of CO₂ savings. Airlines have reduced GHG emissions through such measures as

- » continued development of more efficient engines over a number of generations of engine technology. Today's new engines produce seven times more thrust than early jet engines while burning only half the amount of fuel.
- » precision navigation capability that enables direct, shorter routings instead of using airways.
- » alternative, sustainable fuels that are being developed and used.
- » aerodynamic improvements to increase aircraft efficiency, such as winglets and sharklets.
- » use of continuous descent approaches.

There is certainly more work to do, but airline pilots can and should be proud to work in an industry that is achieving cleaner air and skies while maintaining the highest levels of safety. ✕

Preflight

Airline Industry News

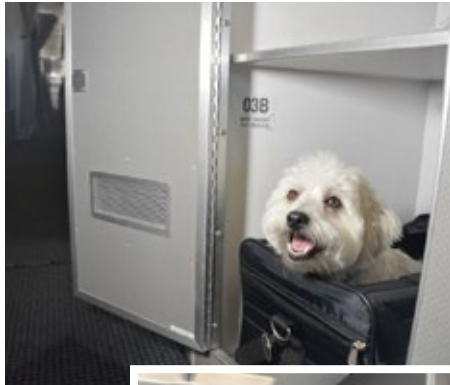
> DOMESTIC NEWS

✈ According to *Aviation Week & Space Technology*, Boeing plans to test a prototype of a folding wingtip design for its 777X family of airplanes. The wingtips fold out to increase the wingspan of the airplane by nearly 24 feet during flight. They also fold in for ground operations.

✈ *The Wall Street Journal* reported the Independent Pilots Association, the union that represents UPS pilots, has called for a strike vote, which if approved by the pilots would give the union the authority to request a release from federal mediation with UPS. The pilots have been in contract negotiations for the past five years.

✈ Airports Council International announced that the world's busiest airport for 2014 was Hartsfield-Jackson Atlanta International Airport. According to preliminary passenger traffic data, more than 96 million passengers went through the airport, an increase of 1.9 percent over 2013. With more than 86 million passengers last year, Beijing Capital International Airport remained in second place and continued to close the gap. It saw an increase of 2.9 percent from 2013.

✈ Per *Condé Nast Traveler*, American Airlines has installed pet cabins on select flights between New York and Los Angeles and New York and San Francisco. There are two cabins per airplane in first class only, each accommodating one four-legged flyer. Not included: blankies, your cat's favorite toy, and doggie Xanax.



✈ The *Los Angeles Times* reported that data released by the U.S. Department of Transportation show that during the first six months of 2015 the on-time arrival rate for airline flights increased from 74.15 percent to 77.65 percent while the rate of mishandled bags dropped from 3.84 per 1,000 passengers to 3.52.

✈ Per *Aviation Week & Space Technology*, Alaska and Virgin America will begin using NASA-developed software in 2016 that constantly searches for a more fuel-efficient or quicker route anytime the airplane is above 10,000 feet, using onboard information from avionics buses, traffic information, and a number of broadband inputs.

✈ According to *AAAE Security SmartBrief*, the U.S. and China led the world in business travel spending in 2014. U.S. business travelers spent \$288.4 billion last year, while Chinese business travelers spent \$261.5 billion.

> INTERNATIONAL NEWS

✈ According to *Bloomberg Business*, Boeing expects that the Asia-Pacific region will need almost half a million new pilots and technicians over the next 20 years as economic growth enables more people to travel by air. The region will likely need 226,000 pilots and 238,000 technicians by 2034, Boeing said. China alone will account for 45 percent of that number.

✈ Per *Aviation Today*, the European Aviation Safety Agency (EASA) has published its proposal for new rules on pilot training, which cover loss of control in flight, calling for the integration of upset prevention and recovery training requirements and provisions into EU pilot training.

✈ *Bloomberg News* reported that an appeals court in Frankfurt, Germany, issued an injunction on September 9 halting a pilot strike at Lufthansa by the Vereinigung Cockpit pilots' union. The judge ruled that the pilots were unlawfully claiming they were fighting the effects of the airline's reorganization on their wages, but were actually "seeking more say over the company's plans to create a low-cost carrier," which "is not something that falls under collective bargaining."

✈ The International Air Transport Association (IATA) announced that Tony Tyler, its director general and CEO, will retire in June 2016 after serving five years in the position. IATA will begin the search for a successor who will be appointed at the next IATA annual general meeting in Dublin, Ireland, in June 2016.



TONY TYLER, IATA CEO

✈ According to the *Financial Express*, the Airports Authority of India will need to hire an additional 1,500 air traffic controllers, noting that several near misses at Indian airports have been attributed to overworked controllers. In addition to safety issues, the shortage of controllers has

led to frequent flight delays.

✈ *Air Transport World* reported the **European Aviation Safety Agency (EASA) has begun the process to develop new rules governing the use of unmanned aircraft systems (UAS)**. Currently, UAS weighing more than 150 kilograms are regulated by EASA “in a similar way to manned aircraft.” The proposed rule change would focus “more on ‘how’ and under ‘what conditions’ the drone is used,” rather than purely its physical characteristics.

Front Lines

➤ **Gulf Airlines’ DOT Filings Confirm Subsidies That Undermine Open Skies**

ALPA joined in comments by the Partnership for Open & Fair Skies that underscore the clear evidence found in Qatar Airways’, Etihad Airways’, and Emirates Airline’s own submissions to the U.S. Departments of Commerce, State, and Transportation on the subsidies they receive from their national governments.

“The submissions made by Etihad, Qatar, and Emirates confirm that these airlines receive billions of dollars from the Qatar and United Arab Emirates [UAE] governments, which enable them to compete against U.S. airlines and their workers in the global marketplace,” said Capt. Tim Canoll, ALPA’s president.

The Partnership for Open & Fair Skies’ filing highlighted that the three airlines’

responses illustrate that each receives massive government subsidies in the form of equity infusions, interest-free loans, grants, airport fee exemptions, and new infrastructure.

The Partnership’s filing states that Etihad’s submission confirms that it has received more than \$17 billion in subsidies from the UAE government, Qatar’s filing shows that it has received more than \$16 billion in subsidies from the Qatar government, and Emirates’ response indicates it has received at least \$5 billion in subsidies from the UAE government.

“These massive subsidies help Qatar, Etihad, and Emirates purchase aircraft in numbers far beyond what is needed to serve current passenger demand,” said Canoll. “It’s obvious that the subsidized aircraft are being purchased to siphon off existing passengers rather than creating new ones—meaning U.S. airlines will lose busi-

ness and that U.S. jobs are threatened.”

Since the 1990s, the U.S. government’s Open Skies policy has relied on fair competition to determine the variety, quality, and price of international air services. Under this policy, the U.S. government’s Open Skies agreements with more than 115 countries have opened up new markets to U.S. airlines and their employees.

However, two countries with which the United States has signed Open Skies agreements, Qatar and the UAE, have abused the policy by providing billions in subsidies to their state-owned airlines. As a result, the international marketplace is distorted, and U.S. airlines are deprived of a fair and equal opportunity to compete. The existing Open Skies agreement with both Qatar and the UAE allow for consultations that give the United States an ability to enforce the agreements.

“ALPA fully supports all but

two of the U.S. existing Open Skies agreements,” Canoll noted. “In their own filings with the U.S. government, Qatar, Etihad, and Emirates confirm the massive subsidies they have received from their governments. If Qatar and the UAE benefit from Open Skies agreements with the United States, they must also abide by them. That means doing business with U.S. airlines in a fair marketplace. As I’ve said before, a deal is a deal.”

The economic threat posed by the UAE and Qatar government subsidies has drawn sharp reaction from Capitol Hill. Prompted in part by outreach from ALPA pilots, 262 members of Congress sent a letter on April 30, 2015, to U.S. Secretary of State John Kerry and U.S. Transportation Secretary Anthony Foxx urging them to request consultations with the UAE and Qatar.

“Every airline passenger in the United States has an interest in making certain that U.S.

Make Your Voice Heard

➤ **Take Action Now to Protect Your Career**

With the U.S. Congress back in session, ALPA has resumed talks with members of Congress about the FAA reauthorization, which Congress was scheduled to start debate on in late September, as well as safety and security issues related to the reauthorization. Those issues include *proper regulations regarding the air transport of lithium batteries, installing secondary cockpit barriers, and promoting aviation safety by protecting pilot-qualification stan-*

dards, also referred to as the “pilot shortage.”

ALPA is also working to *repeal the harmful excise tax on employer-provided health care, which is slated to take effect on Jan. 1, 2018.* ALPA wants to repeal the tax *before* pilots have to deal with its effects at the bargaining table.

Go to www.alpa.org/advocacy to participate in all four of ALPA’s Calls to Action. Make your voice count!

CALL TO ACTION

airlines have a fair and equal opportunity to compete internationally," Canoll said. "The U.S. government must ask for the consultations available under the Open Skies agreements that both the UAE and Qatar signed to find out the full extent of these subsidies. In addition, it must also request a freeze on passenger capacity and routes while the consultations take place."



➤ ALPA Unveils "A Deal Is a Deal" Ad Campaign

On September 9, ALPA launched its new "A Deal Is a Deal" advertising campaign (see page 17), which urges the Obama administration to request consultations with the United Arab Emirates (UAE) and Qatar governments to address the unfair subsidies and benefits provided to their state-owned airlines. The ad campaign, which includes print and digital ads and **#ADealsADeal** social media effort, will run through October. The campaign also featured billboards at Ronald Reagan Washington National Airport during September.

For the past 10 years, Qatar Airways, Etihad Airways, and Emirates Airline have received more than \$42 billion

in unfair subsidies and benefits from the governments of the UAE and Qatar, distorting the global aviation marketplace. The subsidies violate existing Open Skies agreements that the United States has with these two countries. Against the backdrop of the new campaign, ALPA has called on the administration to support its efforts to stop three Persian Gulf airlines from violating U.S. Open Skies agreements and putting U.S. airline jobs at risk.

"Open Skies only works when all countries play by the same rules, and most countries do just that," commented Capt. Tim Canoll, ALPA's president. "Unfortunately, Qatar and the UAE are breaking the Open Skies agreements by pumping billions of dollars in government subsidies into their state-owned carriers in an effort to dominate global aviation. Now that the government docket is closed, it's time for the Obama administration to address the subsidies that are putting tens of thousands of American aviation jobs at risk."

This violation of these international agreements threatens the careers of thousands of highly trained U.S. pilots and others in the airline industry. ALPA has joined with American, Delta, and United as well as other labor unions to urge the Obama administration to immediately request consultations with Qatar and the UAE to address the massive subsidies these airlines receive. In addition, ALPA has urged the administration to request a freeze on

current passenger service by these airlines while consultations are under way.

➤ FedEx MEC Approves Tentative Agreement

On August 27, the FedEx Express pilots' Master Executive Council (MEC) approved the tentative contract agreement reached on August 19 with management.

The agreement is now before the more than 4,000 FedEx Express pilots eligible to vote. Balloting is slated to close on October 20.

"After careful consideration and thorough debate, our governing body recognized the value this agreement will bring to our pilots and their families and felt it was in the best interest of our pilots to forward the agreement to them for review," said Capt. Chuck Dyer, the pilots' MEC chairman.

"We began formal negotiations with FedEx management in January 2013. After more than a year of negotiations, management petitioned the assistance of the National Mediation Board. This agreement represents a culmination of significant work from

our negotiators, professional staff, subject-matter experts, and our elected representatives working closely with the National Mediation Board and FedEx management.

In the end, we achieved an agreement that, if ratified by our pilots, will bring improvements that recognize our contribution to the success of FedEx. We look forward to presenting the tentative agreement to our members for consideration."

The new agreement provides across-the-board increases to hourly pay rates and new-hire compensation, a significant signing bonus that addresses the time elapsed since the agreement was amendable, retirement plan enhancements, and work-rule improvements. If ratified, the contract will go into effect in November 2015 and become amendable in 2021.

➤ Mesa MEC Goes on The Road to Discuss New Agreement

In late August, Mesa Master Executive Council leaders embarked on a series of road shows that will take place at four bases over the next

Capt. Brian Richardson, the Mesa pilots' Master Executive Council chairman, addresses a group of Mesa pilots at the first road show.



several weeks to discuss the pilots' recent tentative agreement. The agreement, reached in July, is the culmination of four years of very challenging negotiations that secured advances in virtually all areas of the pilots' contract.

Since emerging from Chapter 11 bankruptcy in March 2011 with approximately 63 aircraft and just more than 600 pilots, Mesa has more than doubled in size. The company's rapid expansion has allowed it to largely avoid the pilot-recruitment challenges that many of its competitors are facing, as the additional new aircraft

have enabled pilots to quickly advance to higher-paying captain positions.

➤ **Trans States MEC Kicks Off Road Shows**

The Trans States pilots' Master Executive Council (MEC) kicked off a series of road shows in September to discuss the pilots' contract-extension letter of agreement that was reached with management in August. The tentative agreement provides the pilots with the second-best 50-seat pay rate in the industry for both captains and first officers starting in 2016. The three-year deal also secures cost-of-living

adjustments, 401(k) improvements, large reductions in capped insurance premiums, and a signing bonus, among other gains.

"This contract extension is significant for the pilots," said Capt. Zach Barnes, the pilots' MEC chairman. "Our last round of negotiations that resulted in our current contract took more than five years, so we're pleased that this contract extension has been reached just three weeks after our contract's amendable date."

The MEC leaders voted unanimously to submit the agreement to the pilot group for ratification and have

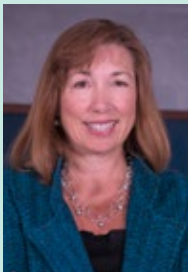
recommended that the pilots vote in favor of the agreement. More than 500 pilots fly a fleet of regional jets for Trans States under the United Express and American Eagle livery.

➤ **Air Wisconsin Pilots Vote on Tentative Agreement**

The Air Wisconsin pilots' Master Executive Council (MEC) met in mid-September and unanimously approved sending the tentative agreement reached with management on August 4 to the pilot group for ratification. The vote, which opened on September 18, closes on October 7.

Taking Off

Pilots Unite



It's hard to predict what will capture the public's attention. This month, two popular stories went viral on social and traditional media that were both fueled by the public rallying behind an "injustice": The arrest of a 14-year-old for bringing a homemade clock to school that was hastily misidentified as a makeshift bomb, and mindless comments made by a television personality about nurses carrying "doctors'" stethoscopes. While one could argue the merits of either situation, the fact remains that the public outcry over social injustice would not be contained. As a result of the unrelenting public pressure, the charges against the young student were dropped, and the talk show immediately issued a public apology. I mention these two timely examples of the positive effect that comes with collective, united passion as we battle our own "injustices" in the

airline industry.

As you'll read in Capt. Canoll's column (see page 5), we have four Calls to Action that require ALPA member participation if we are to ever invoke the groundswell needed to incite change for a few of the injustices that affect the airline piloting profession: regulations regarding the air transport of lithium batteries, installation of secondary cockpit barriers, repealing the health-care excise tax, and stemming the pilot pay shortage.

And if these four topics don't illustrate the diversity of challenges that the Association faces on a daily basis, a quick glance at this issue of *Air Line Pilot* does just that. We have an environmental update (see page 6) from the director of ALPA's Energy & Environment Group that informs our members on ALPA's efforts to achieve cleaner air and skies while maintaining the highest levels of safety.

Also, our regular analysis of the state of the airline industry (see page 20) by ALPA's Economic & Financial Analysis Department highlights both the positive and negative aspects of today's airline environment, which, as

we all know, greatly affects the current bargaining cycle. Today, more than half of our pilot groups are in negotiations. In September and October, a total of just more than 5,500 ALPA members at Air Wisconsin, FedEx Express, Mesa, and Trans States had or will have tentative agreements to vote on. The master executive councils, pilot volunteers, and staff are all supporting robust road show schedules to inform and educate line pilots on the details of the agreements. It's crucial that our members get the correct information in order to make the best decision for themselves and for the airline piloting profession as a whole.

Whether voting on a tentative agreement or rallying for a cause, the members of the Air Line Pilots Association, International have the numbers and the passion to let their collective voice be heard and make an impact. Every decision and every action have a lasting effect on a profession we are all passionate about—as airline pilots or the staff supporting you.

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

Pilot leaders have been conducting a series of road shows, family gatherings, and crew room visits to discuss the details of the agreement, which maintains the group's status as the U.S. airline industry's highest-paying airline for 50-seat aircraft.

Air Wisconsin's 800-plus pilots have been in negotiations for five years.

➤ CommutAir Pilots Begin Contract Negotiations

CommutAir pilots have started negotiations for a new contract. The pilots and management held two successful days of talks in early September and have planned an aggressive bargaining schedule during the next two months. The pilots' four-year contract becomes amendable in December.

"We are very pleased with the progress that's been made so far," said Capt. John Bassett, the pilots' Master Executive Council chairman. "The tone at the table is cordial and productive, and both sides are clearly dedicated to reaching an agreement in a timely manner."

The 225 pilots of Vermont-based CommutAir joined ALPA in 2008 and ratified their first-ever union contract in late 2011.

➤ United Pilots Welcome New Beginning With New CEO

On September 8, United Continental Holdings, Inc. announced Oscar Munoz as the company's new president and chief executive officer following the resignation of



Capt. Jerry McDermott (United), left, presents a plaque to Capt. Richard Willkening (Envoy Air), ALPA's national HIMS chairman, in appreciation for his service to the program.

former CEO Jeff Smisek. Prior to joining United Airlines, Munoz served as president and chief operating officer of CSX Corporation, a premier transportation company.

"Today's announcement of the election of Oscar Munoz as chief executive officer of United Continental Holdings, Inc. represents a new beginning and fresh course for United Airlines, its employees, and passengers," said Capt. Jay Heppner, the pilots' Master Executive Council chairman. "Our pilots welcome the opportunity to work with Mr. Munoz and his team to build, from a new perspective, a culture at United Airlines where management and employees work together for the betterment of our airline."

➤ HIMS Basic Education Seminar Convenes

More than 350 doctors, FAA representatives, airline managers, and pilots from more than 30 airlines gathered on August 31–September 2 in Denver, Colo., for the Basic HIMS Education Seminar, which takes place each year. HIMS, the Human Intervention Motivation Study, is a federally funded and ALPA-managed program that successfully coordinates the identification, treatment, and

return to the cockpit of pilots who struggle with chemical dependency.

For more information about the HIMS program, please visit www.himsprogram.com.

➤ ALPA Pilots Contribute More than \$40,000 To "Give Me Five"

Pilots for Pilots would like to thank all the ALPA members who donated to this summer's "Give Me Five" campaign. Approximately 1,000 pilots contributed \$40,903.24—money that will go directly to fund grants that help ALPA pilots and their families recover from hurricanes, wildfires, flooding, and other widespread disasters.

The ALPA Emergency Relief Fund (now known as Pilots for Pilots or P4P) was established in September 2005 to respond to the immediate financial needs of members and their families suffering from the devastating effects of Hurricane Katrina. Celebrating 10 years of service, P4P has provided tens of thousands of dollars to hundreds of ALPA families to help cover the immediate expenses following large-scale

catastrophes. And thanks to your generosity, P4P is better prepared to handle future requests for assistance.

To learn more about the fund, request a grant, or make a donation, visit www.alpa.org/relieffund.

➤ Sign Up to Become a District Advocate

Want to know what legislative initiatives ALPA's Government Affairs Department is working on? Sign up to be a district advocate and join the growing number of pilot volunteers being trained and tasked to deliver pilot-partisan messages to members of Congress. The best way to educate policymakers about

ALPA's agenda is to have pilot constituents meet face-to-face with their elected officials. Current district advocates who want a refresher on ALPA's legislative priorities are also encouraged to participate.

For more information about the District Advocacy program, contact Vanessa Kermick, ALPA's grassroots coordinator, at Vanessa.Kermick@alpa.org.



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

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

New ALPA Reps

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

- Mesa 85 F/O Roland Vera, Vice Chairman (F/O Rep)
- Endeavor 129 F/O Jay Anderson, Secretary-Treasurer



Education Committee Update

ALPA and Lewis University Form Alliance

ALPA and Lewis University in Romeoville, Ill., recently formalized an alliance to enhance the educational foundation and professional development of students enrolled in the school's flight program. Since 1932, Lewis University has been a leader in aviation education with personalized learning and facilities that include an onsite airport, flight simulators, and more than 25 aircraft. This new partnership will help further prepare college aviators for the airline industry.

ALPA's Education Committee has built similar alliances with industry-leading aviation universities and continues to explore other opportunities to provide structured industry mentorship and leadership opportunities to aspiring aviators. In addition to Lewis University, ALPA has mentoring programs at Parks College, Purdue University, Southern Illinois University, and Western Michigan University. ALPA Aviation Collegiate Education (ACE) Clubs, which are student-led

professional development groups, are also in place at Embry-Riddle Aeronautical University (Daytona Beach, Fla., and Prescott, Ariz., campuses) and the University of North Dakota.

These university programs have helped further ALPA's strategic initiatives to promote the profession and cultivate the next generation of airline pilots. Campus visits are currently being scheduled for the fall semester. Contact Education@alpa.org to learn more about any of the programs or to get involved.

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ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of September 4:

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

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

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

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

Bearskin—A notice to bargain was filed on Aug. 31, 2015. Negotiations are under way.

CommutAir—A Section 6 notice was filed on Sept. 2, 2015. Negotiations are under way.

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

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

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

First Air—A notice to bargain was filed on Aug. 31, 2015. First conferences to be scheduled.

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

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

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

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

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

Trans States—A Section 6 notice was filed on May 28, 2015. Pilots and management reached a tentative agreement on a contract extension on August 26.

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

(Act of Aug. 12, 1970; Section 3685, Title 39, United States Code)

- Title of publication: *Air Line Pilot*
- Publication number: 0002-242X
- Filing date: September 15, 2015
- Issue frequency: Monthly, except for combined January/February and June/July issues
- Number of issues published: Twelve (10)
- Annual subscription price: \$55.00
- Location of known office of publication and
- Location of headquarters of general business offices of the publisher, contact person, and telephone number: 535 Herndon Parkway, Fairfax County, P.O. Box 1169, Herndon, VA 20172-1169, Sharon B. Vereb (703) 481-4440
- Publisher: Air Line Pilots Association, Int'l; Director of Communications, Cathy St. Denis; Editor, Sharon B. Vereb; Managing Editor, none available, 535 Herndon Parkway, P.O. Box 1169, Herndon, VA 20172-1169
- Owner: Air Line Pilots Association, Int'l, 535 Herndon Parkway, P.O. Box 1169, Herndon, VA 20172-1169
- Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities: None
- The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes has not changed during the preceding 12 months
- Publication name: *Air Line Pilot*
- Issue date for circulation data: October 2015

15. Extent and nature of circulation:	Average number of copies each issue preceding 12 months	Number of copies single of single issue published nearest to filing date
a. Total number copies (net press run)	79,054	79,774
b. Paid and/or requested circulation		
1. Mailed outside-county paid mail subscriptions stated on Form 3541 (include advertiser's proof copies and exchange copies)	77,870	78,773
2. Mailed in-county paid subscriptions (include paid distribution above normal rate, advertiser's proof copies, and exchange copies)	-0-	-0-
3. Paid distribution outside the mails including sales through dealers and carriers, street vendors, counter sales, and other paid distribution outside the USPS®	-0-	-0-
4. Paid distribution by other classes mailed through USPS (e.g., First-Class mail™)	-0-	-0-
c. Total paid distribution	77,870	78,773
d. Free or nominal rate distribution (by mail and outside the mail)		
1. Free or nominal rate outside-county copies included on PS Form 3541	1,912	2,019
2. Free or nominal rate in-county copies included on PS Form 3541	-0-	-0-
3. Free or nominal rate copies mailed at other classes through the USPS	-0-	-0-
4. Free or nominal rate distribution outside the mail (carriers or other means)	-0-	-0-
e. Total free or nominal rate distribution	1,912	2,019
f. Total distribution	79,782	80,792
g. Copies not distributed	625	448
h. Total	80,407	81,240
i. Percent paid	98%	98%

16. Publication of Statement of Ownership—Publication required—Published in October 2015 issue.

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

—Sharon B. Vereb, Editor

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In Memoriam

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

2014

Capt. Eric E. Johnson	Delta	April
Capt. Ernest W. Tavegia	Transamerica	May
Capt. Peter R. Davis	United	August
F/O Jack E. Rayner	United	August

2015

Capt. Joseph B. Mason	TWA	April
Capt. Jack C. Kintz	United	June
Capt. J. Mastronardi	Delta	June
Capt. R.C. Otto	Pan American	June
Capt. William E. Patterson	United	June
Capt. Kenneth E. Bergman	Northwest	July
Capt. Kendall R. Brink	TWA	July
F/O William E. Clegg, Jr.	TWA	July
Capt. Joe T. Copeland	Northwest	July
Capt. P.L. Dunklee	Eastern	July
Capt. William J. Ebert	TWA	July
Capt. Jim F. Fisher, Jr.	Delta	July
Capt. E. Thomas Fredericksen	Flying Tigers	July
Capt. Kyle Frett	ExpressJet	July
Capt. G.E. Hartrich	United	July
F/O William N. Knipp	Continental	July
Capt. Gregory A. Knudson	Pan Am Express	July
Capt. John E. Riley	ExpressJet	July

F/O D.W. McTighe	Eastern	July
Capt. James L. Robertson	Eastern	July
Capt. James A. Rockhold	Delta	July
Capt. Richard H. Suhr	Northwest	July
Capt. Glenn W. Woods	Northwest	July
Capt. William J. Bennett	Eastern	August
Capt. Tom A. Chiodo	FedEx Express	August
Capt. Richard B. Cooper	TWA	August
Capt. Norman J. Deback, Jr.	United	August
Capt. Barry L. Grote	United	August
Capt. Connie N. Hall	Pan American	August
S/O Marvin W. Hays	FedEx Express	August
Capt. James R. Holliday	Pan American	August
Capt. Marshall P. Hydorn	TWA	August
Capt. James K. O'Donnell	United	August
Capt. R.E. Unander	United	August
Capt. James L. West	Eastern	August
Capt. Rich Womack	FedEx Express	August



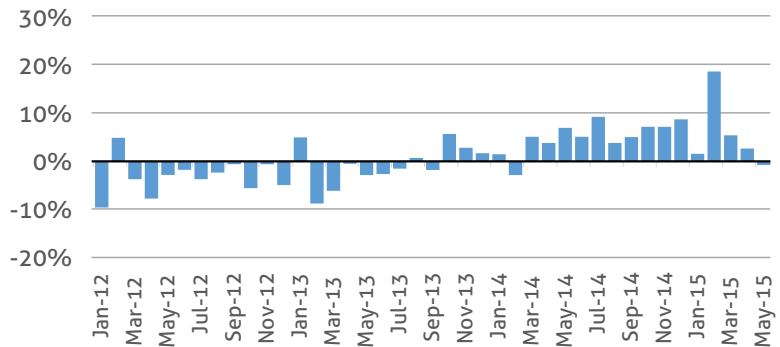
Compiled from information provided by ALPA's Membership Administration Department

Air Freight Industry

The air freight industry is closely tied to trends in the overall global economy; and as many statistics show, the global economy has slowed in recent months. China, in particular, has been an area of concern as it's one of the biggest air freight markets and demand is decreasing in the region. Year to date as of May 2015, cargo revenue ton miles—a measure of transporting one ton of cargo (both freight and mail) one mile—were up 5.0 percent for all carriers of freight into and out of the U.S. However, with global growth slowing, freight traffic has recently declined. March through May growth rates trended down each month, with a negative growth rate in May.

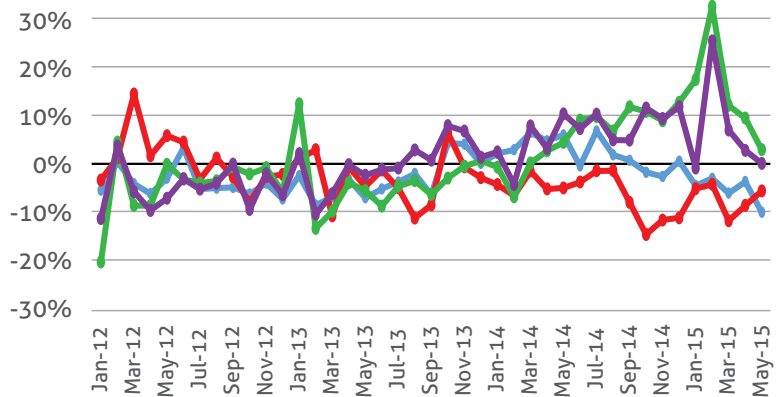
Further analysis of air freight to and from North America shows considerable variation in demand compared to other regions in the world. The greatest amount of freight in pounds is carried between North America and Northeast Asia, which includes China, while the least amount of freight is carried to and from East Africa. Cargo revenue ton miles to the Pacific region were up 14 percent through May from a year ago. But as growth slows in that region, traffic has declined to the Pacific since February. Air cargo traffic across the Atlantic region has also decreased, yet it's increased slightly in the Latin region—however, traffic still remains lower than a year ago.

Year-Over-Year Change in Cargo Revenue Ton Miles



SOURCE: Bureau of Transportation Statistics, ALPA E&FA Department

Year-Over-Year Change in Cargo Revenue Ton Miles by Region [Atlantic Latin Pacific International]



SOURCE: BTS, ALPA E&FA Department. International includes traffic reported by those carriers that don't have regional entity designations.

MARKETWATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	8/29/14	8/31/15	% CHG.
Virgin America	Virgin America, Inc. ¹	NASDAQ: VA	N/A	\$32.63	N/A
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$12.23	\$22.32	82.5% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$8.97	\$15.90	77.3% ▲
Alaska	Alaska Air Group, Inc. ²	NYSE: ALK	\$46.34	\$74.86	61.5% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$15.60	\$22.66	45.3% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$19.67	\$24.34	23.7% ▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$47.61	\$56.97	19.7% ▲
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$4.64	\$5.29	14.0% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$8.17	\$9.09	11.3% ▲
Delta, Endeavor Air	Delta Air Lines ³	NYSE: DAL	\$39.58	\$43.78	10.6% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$147.88	\$150.61	1.8% ▲
Envoy Air, Piedmonts, PSA	American Airlines Group, Inc. ⁴	NASDAQ: AAL	\$38.88	\$38.98	0.3% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.92	\$7.33	-17.8% ▼
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$70.39	\$51.25	-27.2% ▼

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

² Alaska Air Group announced a \$0.20 dividend on Aug. 14, 2015.

³ Delta Air Lines announced a \$0.135 dividend on Aug. 5, 2015.

⁴ American Airlines Group announced a \$0.10 dividend on Aug. 6, 2015.

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“As more people buy remote controlled drones, we need to make sure they act responsibly—especially near airports and flight paths.”

—said **Sen. Richard Blumenthal** (D-Conn.) in a recent Twitter post

“The possibility exists that [Norwegian Air International’s request for a foreign air carrier permit] could sit for quite a while longer. We still think it’s important to reject [it], as it’s a pretty clear violation of the U.S.-EU agreement.”

—said **AFL-CIO Transportation Trades Department President Ed Wytkind** in an August 25 *The Hill* article

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

What passengers will see with NextGen is less time on the ground. “[Airplanes are] going to be quicker off the gate, quicker in the air for a smoother flight and an on-time arrival.”

—commented **FAA Administrator Michael Huerta** in a recent CNBC interview on NextGen implementation and how passengers will benefit from it

“When it comes to drones in the vicinity of commercial flights carrying hundreds of passengers at a time, the FAA has been playing whack-a-mole across the skies, and that’s certainly not good enough.”

—remarked **Sen. Chuck Schumer** (D-N.Y.) in a recent Associated Press interview





QATAR and the UAE think the Open Skies rules don't apply to them.

Open Skies only works when all countries play by the rules, and most countries do just that. But Qatar and the UAE are breaking the Open Skies agreements by pumping billions of dollars in government subsidies into their state owned carriers. And when Open Skies breaks down, it costs the United States tens of thousands of aviation jobs.

#ADealIsADeal



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.

JETBLUE BOOK-VENDING MACHINES DISPENSE FREE KIDS' BOOKS IN D.C. NEIGHBORHOOD

As part of JetBlue's "Soar With Reading" initiative, three book-vending machines were placed at three different locations around the Anacostia neighborhood. The machines dispense kids' books for free.

The program has donated 16,000 books in the community and has committed to giving out 84,000 more.

Literacy experts say that owning the books can inspire children to read more.

While the vending machines are in the neighborhood temporarily, JetBlue hopes its experiment will inspire local business to start selling more children's books.

"I know we're making an impact in the community," said Icema Gibbs, JetBlue's director of social responsibility.

JetBlue is in the process of selecting the next community for its book vending machines.

VIRGIN AMERICA SPONSORS EXHIBIT, YOUTH EDUCATION AT FRONTIERS OF FLIGHT MUSEUM

There were a whole lot of kids buzzing around on August 11 at the Frontiers of Flight Museum in

Dallas, Tex., and Virgin America can take the credit for that.

Virgin America funded 50 scholarships to the museum's flight school in which youths are introduced to aviation and learn how to make a career there.

The Frontiers of Flight Museum has "a cutting edge and different type of program here that's helping young people not only identify what they want to do with their lives in terms of aviation and aerospace, but they also help educate them to reach their goals," said Steve Forte, Virgin America's chief operating officer.

He said that one of the obligations of airline leaders today is "to help the next generation of leaders come along in the industry as well. That's what this museum does."

DELTA ANNOUNCES ALLIANCES WITH NINE UNIVERSITIES

Starting with the fall 2015 semester, Delta launched alliances with nine universities across the country that go beyond traditional stadium signage to embed the airline and its employees in campus and alumni events, academics, and career recruiting and counseling—all in an

effort to become a lifelong travel partner to future customers.

"College students are a savvy group of consumers," said Jeff Robertson, a Delta vice president. "By creating campus and alumni events that incorporate our people and our unmatched focus on customer service, leadership, and more, we will give students and alums the opportunity to really get to know our airline. Ultimately, we believe this will position Delta as their trusted partner over a lifetime of travel."

Delta's new university partners include Duke University, the University of Florida, Indiana University, the University of Michigan, Michigan State University, the University of Notre Dame, the Ohio State University, Penn State University, and the University of Wisconsin.

In addition to on-campus events and activities, Delta will support select students for study abroad or alternative spring break travel, allowing students to participate in volunteer activities worldwide. Delta also will showcase the benefits of a career with the airline while also providing valuable career path lessons to students.



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NORTH AMERICAN AIRLINE INDUSTRY CONTINUES ON PROFITABLE PATH, BUT THREATS PERSIST

By ALPA Economic & Financial Analysis Department Staff

“Is the airline industry on a long-term ‘up’ cycle? In this industry, it’s important not to just assume the answer is ‘yes.’”

Figure 1: GDP Growth Projections Continued To Be Revised Downward

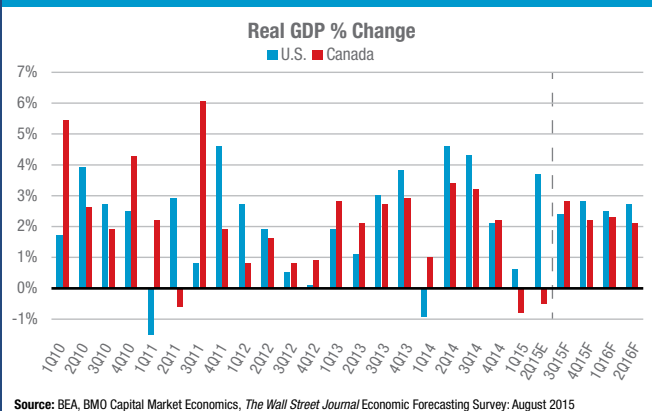
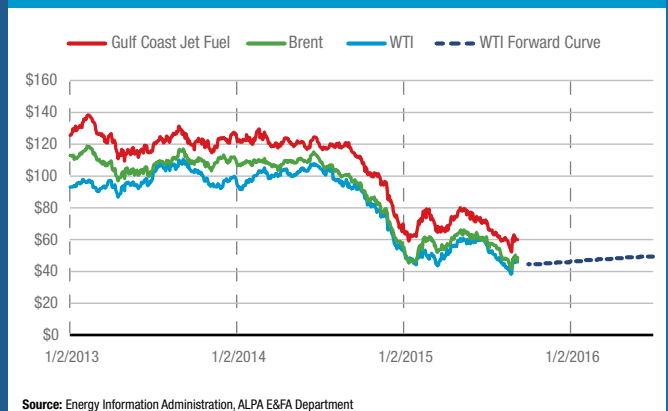
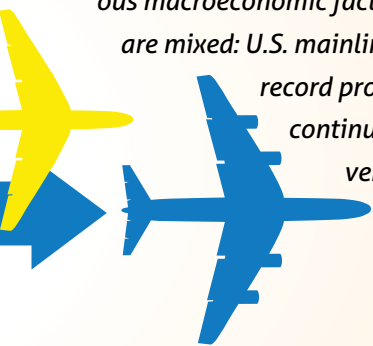


Figure 2: Prices For Jet Fuel And Crude Oil Down 50% From Last Year



Airline industry headlines for the first half of 2015 highlighted record profits and a renewed focus on capacity discipline leading to continued financial improvements. This is certainly good news for all industry stakeholders as industry executives look for sustainable growth, shareholders are earning increased returns on their investment, and employees are looking to improve their wages and benefits. So is the industry on a long-term “up” cycle?

In this industry, it’s important not to just assume the answer is “yes.” Instead, it’s necessary to delve deeper into the details of the results. In doing so, it becomes clear that the answer is not simple, as industry results are not consistent by sector, and various macroeconomic factors highlight some industry challenges. In short, the results are mixed: U.S. mainline carriers, despite a weak revenue environment, did generate record profits thanks to lower jet fuel prices. The U.S. regional industry continues to face significant challenges. The U.S. cargo sector is on a very slow recovery path. Canadian carriers continue to face their own unique challenges.



ECONOMIC FACTORS

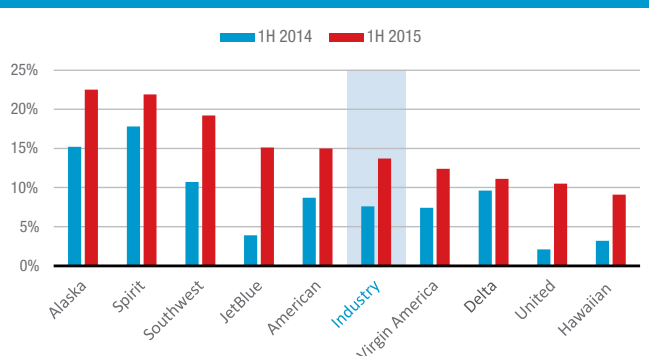
Economic growth during 2015 has been anemic at best. In fact, gross domestic product (GDP) growth projections, on a global scale, continue to be constantly revised downward (see Figure 1). Recent head-

lines regarding the strength of the U.S. dollar, the devaluation of China’s yuan and other currencies, a potential interest rate increase, and slumping oil prices are having a negative effect on the industry.

The latest estimates place

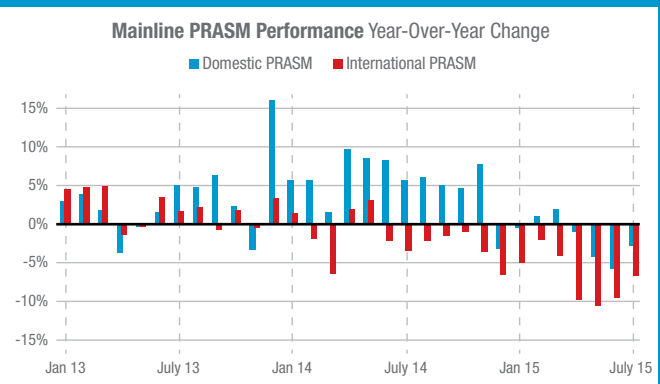
2015 economic growth for the world, the U.S., and Canada at 3.3 percent, 2.5 percent, and 1.5 percent, respectively. These projections may be further revised downward as a result of stock market volatility and a potential increase in U.S.

Figure 3: Industry Pre-Tax Profit Margin Averaged 13.7% In 1H 2015, Nearly Double What Was Seen In 1H 2014



Source: Corporate press releases and SEC filing. Excludes special items (other than fuel hedging settled in current period)

Figure 4: Declining PRASM Beginning To Ease



Source: Morgan Stanley, A4A, ALPA E&FA Department

“Economic growth is a key driver for the industry, but the price of oil also has a significant effect on the financial results the industry expects.”

interest rates by the Federal Reserve. In fact, the Canadian economy shrank the first two quarters of this year. A weaker economy does affect consumer sentiment, which, in turn, affects consumers’ willingness and ability to purchase goods and services, including air travel.

Economic growth is a key driver for the industry, but the price of oil also has a significant effect on the financial results the industry expects. West Texas Intermediate (WTI) crude oil prices have declined approximately 50 percent from 2014 levels (see Figure 2, page 20). Recent economic upheaval has caused oil prices to temporarily drop below \$40 a barrel, a rate not seen in more than 10 years. Lower crude oil prices result in lower jet fuel prices. U.S. airlines saved nearly \$6.7 billion in fuel expenses during the first half of 2015. As oversupply from OPEC countries continues, it’s expected that crude oil prices will remain depressed for at least another

six months.

As stakeholders in the airline industry, ALPA welcomes the reduction in oil prices. However, from a more macroeconomic point of view, the decline in oil prices symbolizes a weak economy as well as a drop in corporate profits for a major industrial sector, further pressuring overall economic growth. In fact, the industry is seeing a downturn in demand for travel to oil-producing regions both globally and domestically.

MAINLINE CARRIERS REPORT STRONG PERFORMANCE

In the first half of 2015, U.S. mainline carriers were able to report some of the strongest profit margins of this current up cycle. The industry averaged a 13.7 pre-tax profit, nearly double the performance of the first half of 2014 (see Figure 3, page 21). However, without the relief from lower fuel prices, second-quarter results could have been dramatically different.

Since late 2014, passenger

revenue per available seat mile (PRASM) has declined on a year-over-year basis (see Figure 4, page 21). For the U.S. mainline industry, PRASM was down 3.7 percent from a year ago. Because the global economy continues to remain weak, PRASM on international routes has steeply declined, further lowering overall yields. This drop in total PRASM cost the U.S. industry more than \$2 billion in revenue during the first half of 2015. PRASM for U.S. airlines is expected to remain weak into early 2016. The declining Australian dollar, Brazilian real, and Mexican peso may further affect international PRASM. In addition to a weak economy, capacity plans that airlines have in place are also affecting PRASM levels.

When airlines were first developing capacity plans for 2015, economic demand was projected to be much stronger, and fuel prices were projected to be higher. As economic demand slipped and revenues dropped, many carriers opted

Figure 5: Mainline ASMs (Millions)

Carrier	1H 2015	1H 2014	% Chg.
Spirit	9,943	7,793	27.6%
Alaska	17,330	15,590	11.2%
JetBlue	23,656	21,805	8.5%
Southwest	68,773	64,571	6.5%
Delta	107,512	102,134	5.3%
Hawaiian	8,671	8,302	4.5%
Industry	466,851	448,993	4.0%
United	107,173	104,989	2.1%
Virgin America	6,019	5,979	0.7%
American	117,773	117,830	0.0%

Source: Company reports, ALPA E&FA Department

Figure 6: Shareholder Value, A Priority For Airlines

Carrier	Share Repurchase	Dividend
Alaska	Yes	Yes
American	Yes	Yes
Delta	Yes	Yes
Hawaiian	Yes	No
JetBlue	Yes	No
Southwest	Yes	Yes
Spirit	Yes	No
United	Yes	No

Source: CRT Research, ALPA E&FA Department

not to revise capacity levels, since the drop in fuel prices was more than offsetting the drop in revenue. Given the continued meek economic growth, some carriers have recently revised their growth plans downward. However, now that the price of fuel is expected to remain low well into 2016, the industry is concerned that capacity levels will continue to grow. This growth, in the face of slow economic demand, will place further pressure on pricing and yields.

Capacity for U.S. mainline carriers was up 4 percent in the first half of the year, with domestic capacity up 4.6 percent, transatlantic capacity up 0.2 percent, Latin capacity up 5.9 percent, and transpacific capacity up 3.6 percent (see Figure 5).

While mainline airlines foresee continued profits, the sector's revenue performance will continue to be challenged by anemic economic growth in North America, weak economies around the

world (particularly in China and Brazil), foreign exchange issues, and other geopolitical concerns. While low fuel costs will help offset the drop in revenue, airlines will continue to focus strongly on nonfuel costs as well.

In addition, since providing increased returns to shareholders has become a primary focus of U.S. mainline carriers, those returns will likely not be diminished in the near future. Almost every mainline carrier has a share repurchase program in place, with many now paying dividends as well (see Figure 6).

FEE-FOR-DEPARTURE SECTOR CONTINUES TO STRUGGLE

The fee-for-departure (FFD) sector of the U.S. airline industry continues to be negatively affected by a variety of factors.

» While mainline partners have been growing their own capacity, they have actually removed capacity from FFD carriers.

» New flying has been awarded in a heavily competitive environment, and any additional flying that may be awarded will largely be more a result of expiring capacity-purchase agreements at certain airlines or at airlines not able to complete their service agreements.

» Competition for flying is further affected as wholly owned carriers do not have a profit incentive, unlike other carriers.

» Total fleet count is decreasing as carriers continue to eliminate 50-seat aircraft in favor of larger 76-seat jet aircraft (larger aircraft, fewer hulls).

» Some FFD airlines have the additional burden of aircraft ownership/lease costs, while at others those costs are borne by the mainline partner.

» The pilot pay shortage in the FFD sector has affected

hiring and retention.

» A wide disparity in block-hour costs exists among FFD airlines, largely influenced by longevity differences at some carriers (see Figure 7).

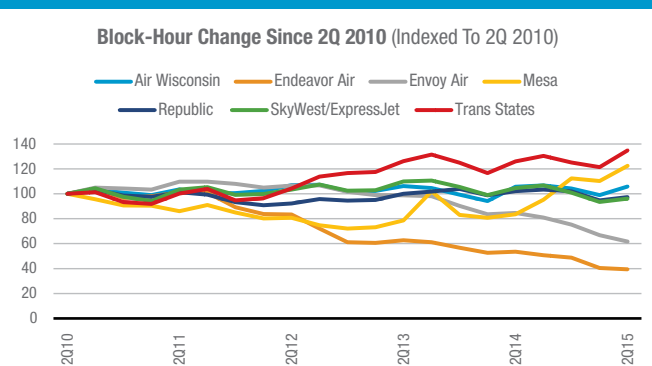
With mainline carriers starting to hire pilots again, regional carriers need to replace those pilots moving to the majors. However, due to the low wages that some regional carriers are offering and the absence of a career path, FFD carriers are having a difficult time attracting and retaining pilots. In response, the regional industry is taking three different approaches to this problem:

» Growing fleet size to reduce upgrade time, which Mesa and Trans States are doing.

» Shrinking in size to use the available pilots they have, which SkyWest, Endeavor Air, and Envoy Air are doing.

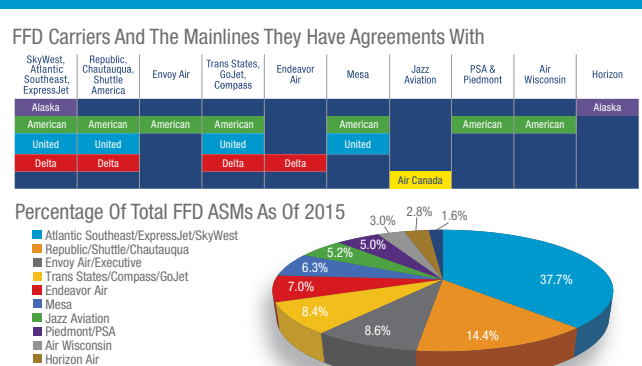
» Maintaining overall fleet

Figure 7: FFD Carriers Seeing Mixed Trends



Source: BTS, ALPA E&FA Department

Figure 8: Many FFD Carriers Going After Limited Mainline Flying



Source: OAG, BTS, Regional Airline Association, and other commuter airlines including Sky Regional, Exploits Valley Air Service, Empire Airlines, Cape Air, CommutAir, PenAir, and Silver Airways.

“The next several months will determine whether economic growth has peaked....”

count but upgauging (adjusting capacity by using larger airplanes on existing routes), which Republic is doing.

Those regional airlines that are growing their fleets and/or block hours have the most appeal to pilots. And many pilots find that the shorter time it takes to get pilot-in-command time required to be hired at the mainline carriers is a better selling point than receiving a signing bonus from a regional carrier. Regardless of how each regional carrier decides to handle the pilot shortage, they are all competing for a shrinking pool of mainline flying (see Figure 8, page 23). While some regional airlines are facing more serious problems than others right now, eventually they may all face the same reality because an airline can't shrink forever, nor can it grow indefinitely.

CARGO SECTOR SLOWLY REBUILDING
The U.S. air freight business

has undergone significant change since the 2008–2009 recession. Air freight has actually lost ground to ocean freight as the “market share” of air freight has dropped from approximately 3 percent of total international containerized trade in 2000 to approximately 1.7 percent in 2013. Since 1989, the annual growth for air traffic has averaged 5.2 percent. However, with slowing world trade, annual growth has averaged only 2.5 percent in the last 10 years (see Figure 9). Additionally, the cargo business is relying more on, and seeing more competition from, widebody belly space in passenger aircraft.

The outlook for air cargo was positive in early 2015, especially for North American carriers. Increased demand was seen as shippers switched modes in response to the West Coast sea port congestion. Now with the sea ports running again, demand for air freight has tapered off. Even though economic performance was expected to pick

up in the second quarter of 2015, no significant changes to freight demand are expected.

Coupled with trade declines resulting from weaker global growth is a focal shift in certain economies. China is focusing on its domestic market, thereby reducing its reliance on exports. Meanwhile, the U.S. is increasingly supporting its own manufacturing sector, thereby reducing its need for imports. Trade to and from Central and Eastern Europe has strongly declined over recent months, a result of a notable slowdown in several economies in the region, including Bulgaria, the Czech Republic, Hungary, Poland, Romania, and Slovakia. In contrast, freight carriers in the Middle East are growing.

With regard to individual carrier performance, U.S. freight carriers continue to post positive margins (see Figure 10), although not much year-over-year growth. The air cargo industry hasn't enjoyed the same benefit from lower fuel prices as the passenger in-

Figure 9: Air Freight Demand Hurt By Slowing Global Economic Growth

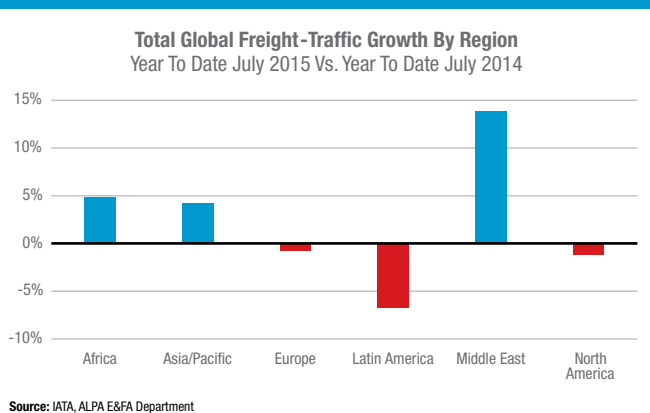
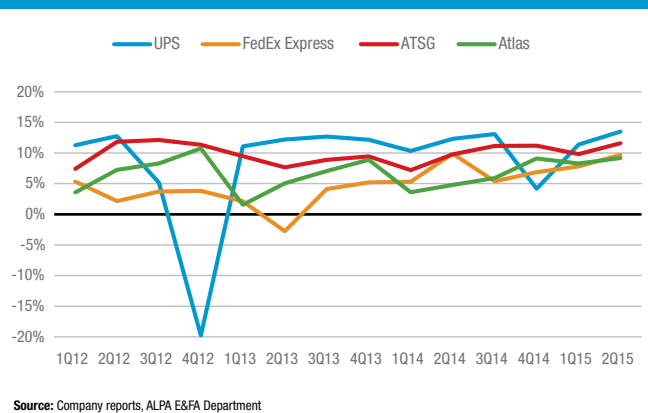


Figure 10: Freight Carriers Continue To Post Healthy Margins



dustry, mainly because freight carriers typically charge fuel surcharges.

CANADIAN CARRIERS FACE VARIED CHALLENGES

The larger Canadian network carriers, along with Jazz Aviation, continue to benefit from low fuel prices, cost control, and reasonable demand trends (see Figure 11). However, similar to U.S. airlines, the two main Canadian airlines are encountering pressure on unit revenues and yields as industry capacity increases.

Capacity growth in the domestic Canadian airline industry has outpaced the Canadian GDP for more than a year. In fact, the Canadian economy officially slipped into a recession during the first half of 2015 as the GDP declined for two quarters in a row. Typically two quarters of declining GDP would be associated with a recession. However, the weakness can mostly be attributed to reduced business invest-

ment in Canada's energy sector. Despite that industry's declines, consumer consumption remains healthy. It's expected that Canada's GDP will rebound in the second half of 2015 due to increases in the automotive manufacturing sector and the strengthening U.S. economy. Weaker currency should also fuel an increase in demand for Canadian exports.

Specialty charter carriers that serve particular markets, such as the oil sands in Alberta, are being negatively affected by low fuel costs as business layoffs occur in the region. Further, the Canadian market is heavily competitive, and that competition makes it more challenging as certain carriers are losing business or exiting the market altogether.

INDUSTRY CONTINUES TO BE CYCLICAL

Despite the last several years of economic growth and profits in the North American airline industry, a closer

look at historical results clearly illustrates the cyclical nature of the industry (see Figure 12). Historically, there has been a lag between when economic growth starts to decline and when airline traffic also declines. That lag has been as much as a year. The industry may be in that position now. However, this doesn't necessarily mean that the cycle will be as negative as it was in 2008 and 2009, as mainline carriers are in a stronger position with better balance sheets, have instituted a capacity discipline strategy that's been working (but may be going slightly off course), and have the added benefit of lower fuel costs.

Unfortunately, the entire North American airline industry isn't reaping these benefits. The FFD sector continues to face challenges. Some FFD carriers are generating razor-thin profit margins and struggling to hire and retain pilots while trying to compete for flying where block-hour costs can be

a determining factor.

The cargo industry continues to see anemic growth and economic challenges. Only the large carriers that deliver competitive products that satisfy changing customer demands continue to be profitable.

The International Air Transport Association recently reported that for the first time the global airline industry will earn a 7.5 percent return on its cost of capital in 2015. In most other industries, earning the cost of capital is a minimal business expectation, but not so in the airline industry. Continuing to earn this return will be paramount to the industry meeting the expected traffic demand increase coming in the next two decades.

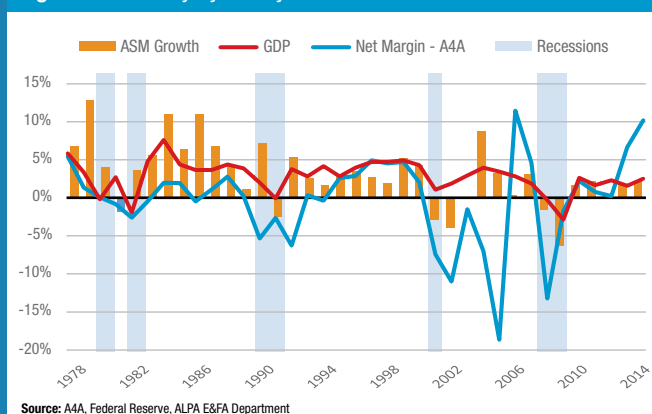
The next several months will determine whether economic growth has peaked and whether the airline industry may be headed for a dip in the cycle or an extension. And, of course, that cycle can always be affected by an unforeseen event. ☒

Figure 11: Big Canadian Carriers Adding Capacity Faster Than GDP While Specialty Carriers Struggle To Remain In Business

ASMs (Millions)	1H 2015	1H 2014	% Chg
Air Canada	35,069	31,559	11.12%
WestJet	13,076	12,395	5.49%
Air Transat	5,357	4,911	9.10%
Jazz Aviation	2,663	2,760	-3.51%
Calm Air	70	56	-19.70%
Bearskin	29	21	-28.30%

Source: OAG, ALPA E&FA Department

Figure 12: Industry Cyclicity Remains



Source: A4A, Federal Reserve, ALPA E&FA Department

When You Fly... We Can't

ALPA Leads in Safely Integrating UAS into the U.S. National Airspace

By ALPA Staff

"Tonight a hobby drone grounded firefighting aircraft by flying over the #LakeFire. When you fly...we CAN'T! Puts our pilots' lives at risk," tweeted a Cal Fire public information officer during a June wildfire in Southern California. A four-foot unmanned aircraft in the sky overhead caused firefighters to halt aerial efforts to combat a massive wildfire burning south of Big Bear Lake in California.

In August, an unmanned aircraft flying near Oliver, British Columbia, meant eight helicopters and an air tanker were grounded for five hours as firefighters were forced to battle a wildfire on foot, reports the *Vancouver Sun*. Both incidents highlight just how ubiquitous unmanned aircraft systems (UAS) have become—and why the Air Line Pilots Association, International is so heavily involved in working to safeguard air transportation.

ALPA RECOGNIZES THE ECONOMIC BENEFITS OF COMMERCIAL UAS USE

The FAA has categorized UAS in two broad categories: small and large. Small UAS are those that weigh less than 55 pounds.

They typically are restricted to operating below 500 feet above the surface and within sight of the pilot. Large unmanned aircraft weigh more than 55 pounds and can be as large as a small airliner. They are intended to operate in the same airspace as aircraft carrying people and cargo.

This summer, the FAA released hundreds of pilot reports regarding UAS sightings filed between November 2014 and August 2015. Pilot reports of UAS encounters have come in from all corners of the country and near airports serving small communities as well as the nation's largest cities (see "UAS: At an Airport Near You?"). In its coverage of the FAA data, Bloomberg estimated that pilot encounters with UAS are "on pace to at least quadruple to more than 1,000 this year."

In March, Capt. Tim Canoll, ALPA's president, testified before the U.S. Senate Commerce Subcommittee on Aviation Operations, Safety, and Security regarding ALPA's position on UAS. "ALPA recognizes the societal and economic benefits of employing this technology to perform a wide variety of tasks more efficiently, in a more environmentally responsible manner, and potentially more safely than the same task performed

USDA
United States Department of Agriculture

IF YOU FLY, WE CAN'T

DRONES NEAR WILDFIRES ARE NOT SAFE!

- FLYING DRONES OR UAS (UNMANNED AIRCRAFT SYSTEMS) WITHIN OR NEAR WILDFIRES WITHOUT PERMISSION COULD CAUSE INJURY OR DEATH TO FIREFIGHTERS AND HAMPER THEIR ABILITY TO PROTECT LIVES, PROPERTY, AND NATURAL CULTURAL RESOURCES
- FIRE MANAGERS MAY SUSPEND AERIAL FIREFIGHTING UNTIL UNAUTHORIZED UAS LEAVE THE AREA, ALLOWING WILDFIRE TO GROW LARGER.
- CONTACT YOUR NEAREST LAND MANAGEMENT AGENCY OFFICE TO LEARN MORE ABOUT UAS AND PUBLIC LANDS

UAS Forest Service

with conventional aircraft," Canoll told subcommittee members. "Our overarching position is that unmanned or remotely piloted aircraft should not be allowed unrestricted access to conduct flight operations unless they meet all of the stringent safety standards currently required for every other airspace user."

FOUR-PART SOLUTION

ALPA's solution to safely integrating UAS into the national airspace is centered on four fundamental elements:

1 **Education:** Anyone who plans to fly UAS must understand the aircraft, the airspace, and the other aircraft that

could be encountered while flying.

In the case of UAS that might be flown for compensation or hire in civil airspace, the pilots must hold a commercial pilot certificate to ensure they possess the appropriate skill and experience to meet safety standards designed to protect the flying public.

Those flying UAS for recreational purposes must adhere to the FAA guidelines, including limiting UAS operations to individuals who are 17 and older and keeping the UAS within line of sight and flying at heights under 500 feet. ALPA has also encouraged the FAA to establish rules for recreational use of UAS.

Art: U.S. Forest Service

'Know Before You Fly'

Education is one important element in ALPA's four-part solution to safely integrating unmanned aircraft systems (UAS) into the U.S. national airspace system. As a result, ALPA has become a supporter of "Know Before You Fly," a campaign to educate prospective business and recreational users about the safe and responsible operation of UAS.

Founded by the Association for Unmanned Vehicle Systems International, the Academy of Model Aeronautics, and the Small UAV Coalition in partnership with the FAA, "Know Before You Fly" provides consumers who plan to operate UAS the tools to help them know how to fly safely and responsibly before taking to the skies.

2 Registration: Gathering basic information about the identity of the individual purchasing the UAS not only allows law enforcement authorities to identify the owner if the UAS were to encounter a problem, but it helps make clear the serious nature of operating a UAS in the U.S. national airspace and the responsibility to safeguard public safety.

3 Technology: If UAS are intended to be operated in airspace that airliners use or could unintentionally end up in that airspace, airline pilots need to be able to see them on cockpit displays, controllers need the ability to see them on their radar scopes, and UAS must be equipped with active technologies that ensure that the UAS is capable of avoiding collision with manned aircraft. In these types of operations, technology must enable the pilots to control and interact with them in the same manner as if the pilot were on board.

If a UAS is restricted by regulations from operating in a particular geographic area, it must have technology that cannot be overridden that limits the altitude and geographic areas in which it can operate. This may include permanent locations such as the White House and all public airports, as well as temporary restrictions such as wildfires or natural disaster areas.

4 Penalties and enforcement: UAS pilots must be properly trained and understand the consequences of possible malfunctions. Anyone flying a UAS that is a hazard to other aircraft in the airspace, especially those who choose

to do so recklessly near airports, must be able to be identified so appropriate action can be taken.

Reuters reported that its analysis of FAA data shows that authorities identified

"Our overarching position is that unmanned or remotely piloted aircraft should not be allowed unrestricted access to conduct flight operations unless they meet all of the stringent safety standards currently required for every other airspace user."

CAPT. TIM CANOLL, ALPA PRESIDENT

operators in only one in 10 unauthorized drone sightings reported in 2014, while only 2 percent of the cases led to enforcement action.

ALPA: WORKING WITH REGULATORS AND THE UAS COMMUNITY

Representatives from ALPA's Air Safety Organization and staff are fully engaged with the FAA and participating on multiple collaborative, consensus-based groups to develop rules

and standards that ensure the safety of UAS operations in airspace that is shared with airliners carrying passengers and cargo. While the standards and rules needed to address the challenges will be complex, they must be developed thoroughly and correctly. The union is also teaming with airline industry groups to enhance public education about the safety hazard posed by the unsafe operation of UAS near airports.

In February 2015, Canoll wrote an opinion piece published in *USA Today* that recognized the value of deploying UAS in certain commercial applications and the importance of the country's ability to compete in leading the development of new UAS technologies. But ALPA also underscored the need to protect the extraordinary level of safety that is the hallmark of North American air transportation.

During the U.S. Open, a UAS reportedly buzzed over the court and crashed into an empty section of seats. The incident was the latest in a volley of serious encounters between UAS and the public, both in the air and on the ground. As the United States and Canada integrate UAS into the national airspace, safety must win game, set, and match. ✕

UAS: AT AN AIRPORT NEAR YOU?

Airline pilots' training and experience help ensure the highest standards of safety when encountering an unmanned aircraft system (UAS) in flight, but there's little question that more occurrences are happening around the country.

DALLAS, TEX.

A local news broadcast aired footage from a UAS that showed images of a flooded community located fewer than five miles from Dallas/Fort Worth International Airport. The operator had requested, and been denied, permission for the flight.

DENVER, COLO.

Pilots advised Denver International Airport of three UAS flying eastbound at 2,000–4,000 feet above the ground about nine miles northwest of the airport.

GRAND FORKS, N.D.

Pilots reported observing a UAS at 1,400 feet in the traffic pattern of the airport.

MINNEAPOLIS, MINN.

A pilot flying a regional jet reported a UAS passing 50 feet off the side of the aircraft while on final approach.

SAN FRANCISCO, CALIF.

Aircraft departures were halted briefly because of a report of a UAS flying at 500 feet south of Runway 1L/R.

SAN JOSE, CALIF.

Pilots operating an all-cargo flight reported a "close encounter" with a UAS flying 60–70 feet to the left of the aircraft, subsequently described as "four-bladed and X-shaped."



To view the video of ALPA's 9/11 remembrance ceremony, scan the QR code.



IN MEMORIAM:
Sept. 11, 2001

United Airlines Flight 93
Capt. Jason Dahl and F/O LeRoy Homer, Jr.; flight attendants Lorraine Bay, Sandra Bradshaw, Wanda Green, CeeCee Lyles, and Deborah Welsh

United Airlines Flight 175
Capt. Victor Saracini and F/O Michael Horrocks; flight attendants Robert Fangman, Amy Jarret, Amy King, Kathryn Laborie, Alfred Marchand, Michael Tarrou, and Alicia Titus; customer service representatives Marianne MacFarlane and Jesus Sanchez

American Airlines Flight 11
Capt. John Ogonowski and F/O Thomas McGuinness; flight attendants Barbara Arestegui, Jeffrey Collman, Sara Low, Karen Martin, Kathleen Nicosia, Betty Ong, Jean Roger, Dianne Snyder, and Madeline Sweeney

American Airlines Flight 77
Capt. Charles Burlingame and F/O David Charlebois; flight attendants Michele Heidenberger, Jennifer Lewis, Kenneth Lewis, and Renee May

WE WILL NEVER FORGET

ALPA Pilots, Staff Honor 9/11 Victims, Continue Pledge to *Never Forget*

By John Perkinson, Staff Writer



Pilots and staff came together in the Memorial Garden at ALPA's Herndon, Va., offices on September 11 to honor the memories of those lost 14 years ago and to recommit themselves to promoting a safer, more secure airline industry.

Capt. Tim Canoll, ALPA's president, welcomed the crowd, acknowledging, "We lost coworkers, friends, and family members who were aboard American Airlines Flight 11, United Airlines Flight 175, American Flight 77, and United Flight 93." With nearly 3,000 perishing that day,

Remembering the Fallen

Capt. Tim Canoll, ALPA's president, addresses ALPA pilots and staff on 9/11, acknowledging that those who perished during the terrorist attacks 14 years ago will never be forgotten, while Capt. Jay Heppner (United) looks on.

Canoll asserted that we must never forget and that we continue to serve as "guardians of their legacy."

He added, "We have emerged stronger—even more mindful of the threats that exist," noting that the airline industry is consequently safer. "But we can never completely eliminate risk, nor can we afford to be complacent. Our methods and strategies must evolve to meet the needs of an ever-changing world."

Canoll concluded his remarks saying, "Harry Truman once said, 'The only thing new in the world is the history you don't know.' And with the counsel of these



McCullough Talks 9/11

To hear what David McCullough, a Pulitzer Prize winner and author of *The Wright Brothers*, says about airline pilots and 9/11 go to www.facebook.com/WeAreALPA/videos.



Photos: Chris Weaver; Photo of David McCullough, Eric Davis



Paying Tribute

Top: A remembrance wreath is placed in ALPA's 9/11 Memorial Garden. Right: ALPA pilots and staff come together to honor the memory of those who lost their lives.



words, we owe it to our profession to never forget the lessons learned from that horrific day 14 years ago.”

“The tragedy of 9/11 left an indelible scar on our nation’s psyche, and forever changed our way of life,” said Capt. Jay Heppner (United), his pilot group’s Master Executive Council chairman, who also spoke during the ceremony. “But rising from the ashes that day was a resilient spirit that carried this nation and the pilot profession forward.”

As part of the remembrance ceremony, Heppner read the individual names of the cockpit and cabin crewmembers and other airline employees who were aboard each of the four flights.

Jerry Wright, a manager in ALPA’s Engineering & Air Safety Department and deacon of a nearby church, presented the service’s invocation. “While we normally count fatalities and those wounded as victims, there were tens of

thousands of other victims that day,” said Wright, citing the many friends, colleagues, and relatives of those who died and the ongoing pain from this loss.

Closing the ceremony, Jody Krazeise from the Association’s IT Operations and Services Department, sang *Amazing Grace* while Capt. Rick Dominguez,

ALPA’s executive administrator, placed a wreath near the garden’s centerpiece stones. Krazeise then lead the attendees in singing *America the Beautiful*.

Later that day, a ceremony was held at the United Airlines

Training Center in Denver, Colo., where more than a decade ago members of ALPA Council 52 erected a memorial between flight planning and the chief pilot’s office. Pilots and training center employees gathered near the large black granite stone to remember the four United pilots and all who were lost on that fateful day. ✈

View More Photos



For more photos of the 9/11 remembrance ceremony, scan the QR code.



Remembering Four Fallen ALPA Pilots

One of the best ways to honor United Flight 93 Capt. Jason Dahl and F/O LeRoy Homer, Jr. and United Flight 175 Capt. Victor Saracini and F/O Michael Horrocks is by contributing to the charities that bear their names.

The **CAPT. JASON DAHL SCHOLARSHIP FUND** was established for students who wish to attend accredited flight training schools in the United States. The fund is particularly appropriate as Dahl received a \$2,000 scholarship to help cover his flight school tuition at San Jose State University. He won the scholarship by competing in an essay contest with a story titled *Why I Want to Fly*. Learn more about this special fund at www.dahlfund.org.

The **LEROY W. HOMER JR. FOUNDATION** provides finances to encourage young people to pursue pilot licenses. Homer loved to fly and completed his first solo flight at the age of 16. He graduated from the Air Force Academy and served in both Desert Shield and Desert Storm, later supporting military operations in Somalia. Information about his foundation is available at www.leroywhomerjr.org.

Victor Saracini was the captain of United Airlines Flight 175, which terrorists crashed into the south tower of World Trade Center. His family encourages those who want to honor his memory to contribute to the **GARDEN OF REFLECTION 9/11 MEMORIAL** in Bucks County, Pa., where Saracini lived. To make a donation, visit www.9-11memorialgarden.org.

A statue of Michael Horrocks stands near the stadium where he played quarterback for the West Chester University Golden Rams football team. Horrocks went on to serve as a marine before flying for United. The **MICHAEL HORROCKS MEMORIAL SCHOLARSHIP ENDOWMENT** offers financial grants to students who attend the school. To make a contribution, go to www.minfirm.com/public-safety-campaign/michael-horrocks-memorial-statue-scholarship-fund.

In addition to these charities, a special program has been set up for United Airlines employees called **“JUST A BUCK,”** which allows them to donate one dollar per pay period to each of the memorial funds via automatic payroll deduction. Visit www.justabuck.info to learn more.

The Inner Workings of ALPA's Air Safety Organization



Getting to Know Your ASO

ALPA's Air Safety Organization (ASO) leads the Association's efforts as the world's largest nongovernmental aviation safety and security advocate. The ASO receives guidance from the ASO Steering & Oversight Committee (SOC), which consists of the three element chairmen of Aviation Safety, Aviation Security, and Pilot Assistance and representatives from both Canada Safety and air cargo. ALPA's national safety coordinator heads the ASO SOC.

Through a network of almost 400 pilot representatives and seasoned staff engineers, the ASO engages with government regulators, aircraft manufacturers, airport officials, air traffic controllers, and other airline industry stakeholders to offer operational guidance and a frontline pilot perspective. Through these partnerships and its on-going participation in industry working groups, the ASO works to make U.S. and Canadian airspace even safer and more secure. ✕

Want More Info?



To learn more about ALPA's Air Safety Organization (ASO), visit aso.alpa.org. For a more in-depth overview of the ASO, please go to <https://youtu.be/AQDkbvB4r0o> or scan the QR code.

ALPA Board of Directors



**Because aviation operations in Canada are under a separate regulatory and legislative environment, it's important that Canadian ALPA members have a dedicated representative within the ASO structure to address their specific issues. The same is true for pilots who fly for all-cargo operators. The regulations that apply to passenger and cargo operations are different enough that cargo pilots warrant a specific cargo representative.*

Infographic: Susan Boulter; Images: iStock.com



Medical Advice at Your Fingertips

Need confidential aeromedical advice? ALPA's Aeromedical Office is just a call away at 303-341-4435 or toll-free at 1-866-AEROMED (1-866-237-6633). Located in a Denver, Colo., suburb, the Aeromedical Office is open Monday through Friday, 8:30 a.m. to 4:00 p.m. mountain time.

You can also visit www.AviationMedicine.com to find an FAA aviation medical examiner in your area, access required medical forms and releases, and view the medication database.

Canadian ALPA members who have aeromedical questions can contact David Noble, ALPA's pilot health consultant, in the Association's Toronto office at 416-679-8210 or toll-free at 1-800-561-9576.



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Consult an AMAS Physician

You're Never Flying Solo

AMAS is proud to be the only aeromedical consultancy staffed exclusively by physicians specializing in aviation medicine. Our physicians specialize in obtaining rapid dispositions and providing informed advocacy between our clients and the FAA Aeromedical Certification Division, and are dedicated to delivering all information in complete confidentiality. Don't let uncertainties about reporting medical conditions put your certification at risk—consult an AMAS physician about any health concerns right away. With AMAS, you're never flying solo.



Career-Saving Advice When You Need It

By John Perkinson, Staff Writer

Your doctor has just given you a diagnosis that could affect the status of your medical certification. What do you do next?

If you're an ALPA member, help is as close as your mobile phone, computer, or tablet. ALPA's Aeromedical Office, also known as the Aviation Medicine Advisory Service, provides doctors who can talk to you *confidentially* about your health as it relates to your career and your continued employment.

"We are on track to help more than 13,000 ALPA pilots this year," says Dr. Quay Snyder, ALPA's aeromedical advisor, who notes that the office's six physicians—all residency trained and board certified in aerospace medicine—work closely with the FAA's Aeromedical Certification Division.

The FAA may delay a decision because a pilot, acting on his or her own behalf, hasn't provided the proper documentation. Or the pilot's medical office doesn't have the staff or the time to complete the necessary paperwork. Consulting with ALPA's Aeromedical Office well in advance of your next FAA medical exam can help expedite the FAA's decisions and save you both headaches and potentially lost flight time.

Just ask Capt. Tom Butcher (Continental, Ret.). Years ago, he had a significant eye problem that led him to contact ALPA's Aeromedical Office. With the help of physicians and staff, he was medically recertified and returned to flight status within a few months. Butcher later wrote to the office, saying, "When the FAA misplaced some of my paperwork, your organization's effective liaison with the FAA permitted the process to move forward with minimal delay. Additionally, your staff's weekly updates were invaluable. They kept me and my employer up to date on the progress of my case."

When necessary (and with the pilot's permission), the Aeromedical Office staff can communicate directly with the FAA to advocate on behalf of the pilot. The staff can also advise the pilot on the best way to present a case before the FAA, but the pilot is under no obligation to follow the Aeromedical Office's recommendations.

The Aeromedical Office also performs a variety of other functions in addition to consulting with ALPA members. The office offers counsel to the Association's national officers on all matters concerning the health and well-being of ALPA members. The Aeromedical Office works with ALPA's Pilot Assistance Group, led by Capt. Jerry McDermott (United), to provide support to the

union's master and local executive councils. The aeromedical doctors make recommendations on issues like flight- and duty-time requirements, critical incident response, and FAR Part 67 (medical standards and certification procedures). The office provides medical expertise, research, and preventative medicine education, and also assists ALPA with the administration of the HIMS (Human Intervention Motivation Study) program, the Association's occupational substance abuse treatment program.

Established in 1969 in response to a 1968 ALPA Board of Directors resolution, the ALPA Aeromedical Office was created to offer a medical specialist referral system to evaluate and treat conditions that could potentially threaten a pilot's FAA medical certification. The Aeromedical Office's physicians and staff have been instrumental in convincing the FAA to allow pilots to recover or maintain their medical certification for conditions that the FAA previously deemed as permanently disqualifying. Examples include undergoing coronary bypass surgery and angioplasty, use of antidepressants, and HIV.

ALPA's Aeromedical Office represents and protects your aeromedical needs and supports your career—just one of the many invaluable benefits of being an ALPA member. Those pilots who have used it can tell you that Snyder, the other physicians, the nurse case managers, and the business and operating staff are more than just career savers; they're literally lifesavers. ✕

Photo: www.aviationmedicine.com/consult-an-amas-physician/

Retired Spirit Pilot Receives Hall of Fame Honors

By John Perkinson, Staff Writer

On September 29, Capt. Janis Keown-Blackburn (Spirit, Ret.) was inducted into the Aviation Hall of Fame and Museum of New Jersey at a special ceremony in Teterboro, N.J. The former A320 captain has garnered many accolades for her years of flying, but it's also what she's given back to the aviation community that has made her so deserving of the honors she's received.

Stephen Riethof, vice president of the Hall of Fame's Board of Trustees, noted, "We have followed with awe her many accomplishments and are now just as impressed with Capt. Blackburn's continuing efforts to promote aviation to youth groups, student pilots, and the public." He added, "Her work with the New Jersey Aviation Education Council and similar groups added to the qualifications for this recognition."

As the first female pilot to retire from Spirit, Keown-Blackburn was—and remains—very engaged in aviation. During her flying career, she held leadership positions in the Ninety-Nines, a women's international aviation organization. She flew for the Civil Air Patrol for which she received the Meritorious Service Medal, the Commander's Commendation Medal, and the Exceptional Service Award. In addition to participating in other aviation organizations, she competed in the Powder Puff Derby, a transcontinental air race for female pilots.

"When I was little, I always looked at airplanes and wanted to fly," said Keown-Blackburn, who grew up in a suburb of Philadelphia, Pa. "However, at that time, you could only be a flight attendant if you



Nearly 50 people greeted Capt. Janis Keown-Blackburn, center, on her final arrival as a Spirit pilot, including these four members of the Ninety-Nines' Garden State Chapter.

were female." She interviewed with Eastern Airlines to become a flight attendant but wasn't hired. She then decided to take flying lessons and has never looked back.

In the early 1980s, Keown-Blackburn became the first female pilot for Princeton Airways, a small outfit operating five Britten-Norman BN-2 Islanders. She later hauled cargo for Summit Airlines before becoming the first female pilot at Sun Country Airlines. By 1985, Keown-Blackburn was flying for Eastern Airlines, where she soon became second officer rep for ALPA's former New York Council. When Eastern shut down in 1991, she moved to Kiwi International Airlines, which closed its doors eight years later. Keown-Blackburn spent the final 14 of her 36 years as an airline pilot flying for Spirit. On Mar. 6, 2013, the day she retired, she was greeted with a firehose salute at the Atlantic City International Airport.

Keown-Blackburn noted that during her flying career she dealt with a few nonroutine situations. On one occasion she had to contend with a cracked windshield at 39,000 feet. On another, she had to make an emergency landing at Southwest Florida International Airport in Ft. Myers, Fla., because a passenger in the forward cabin was having difficulty breathing, while a flight attendant in the aft cabin appeared to be having a heart

attack. Once on the ground, both individuals were treated and deemed OK.

These days, the retired captain spends her time as a town council member of Belmar, N.J., and as a flight instructor at the Monmouth Area Flying Club. And, as noted, she works with the New Jersey Aviation Education Council. In May, the council sponsored an aviation day for about 35 students. As part of the event, Keown-Blackburn provided rides in a Cessna 172 Skyhawk.

Her most enjoyable retirement activity has been writing. Two years ago, Keown-Blackburn wrote *Teddy, the Airplane*, a children's book that introduces kids to flying. She's since been invited to local schools to read her book and has received many thank-you notes from students. A particular note she received from a first grader left quite an impression. "In one note, a little girl said to me, 'I didn't know girls could fly.'" Now thanks to Keown-Blackburn, she does.

With more than 22,000 hours of flying and the New Jersey Aviation Hall of Fame induction added to her tributes, Keown-Blackburn occasionally takes time to think about her future. When the dust settles and she finally decides to ratchet back her public service and work with aviation groups, she has a simple plan for her future. "I'd like to travel," she said. ✕

A Zero-Carbon Aviation Future

Working together to bring about change

By F/O Bob Hallahan (Delta)



Editor's note: *This article reflects the thoughts and opinions of the author. For ALPA's views on the subject, please read "Pilot Commentary," page 6 and "ALPA Urges EPA to Leave Airline Emissions Standards to ICAO," September, page 24.*

It is long past time for ALPA and the aviation industry to own up to the challenge of carbon pollution. Scientific consensus tells us clearly that burning fossil fuels has raised the atmospheric carbon dioxide (CO₂) concentration, warming our planet while beginning to dangerously acidify our oceans.

As a result, we are already suffering from increasingly deadly heat waves, droughts, fires, and storms. Secondary effects will include reduced food and water resources for billions of people, new health risks from expanded diseases, and national security threats as suffering populations stress governments worldwide. We should expect to see coral reefs dying and the sea level

rising by several feet, very possibly this century.

These developments will unquestionably harm the world economy. Our industry will also suffer, as sea-level airports in cities such as New York; Miami, Fla.; Honolulu, Hawaii; and San Francisco, Calif., become candidates for expensive reinforcement or even abandonment. Most alarmingly, through diminished ice cover and melting permafrost, continued pollution risks tipping us into an extremely grave runaway warming scenario.

ALPA's "go slow" response to all this has been distressingly tepid. ALPA did acknowledge a responsibility to limit greenhouse gasses in 2009 and 2010, yet failed to back this up with meaningful leadership. What policy measures has ALPA promoted to solve the problem? Where are ALPA's Calls to Action urging Congress or Parliament to act on climate? ALPA has issued statements that claim credit for emission reductions, but airlines likely would have achieved these anyway through profit-driven fuel savings.

To be sure, most industry stakeholders are progressing without us. The International Civil Aviation Organization (ICAO) is slowly negotiating emission standards for international flights. Meanwhile, the International Air Transport Association (IATA) has committed to two ambitious,

if insufficient, goals: carbon-neutral growth after 2020 and a 50 percent reduction of 2005 emission levels by 2050. In the short term, IATA could meet these goals by purchasing carbon offsets. It remains to be seen whether IATA's long-term goals are attainable given planned air traffic growth and alternative fuel manufacturers' current production capability.

Domestically, carbon emissions have been found to constitute a health hazard under the Clean Air Act, forcing the U.S. government to begin a rulemaking process intended to limit U.S. aviation emissions.

There are many things we should do differently as an industry. Overnight we could eliminate the practice of tankering fuel for economic reasons. Strict enforcement of "no idle" policies for ground equipment would immediately cut emissions while improving profits.

In the medium term, industry should support aggressive worldwide adoption of alternative fuels. This technology (actually a basket of technologies) is necessary because aircraft, engine, and airspace improvements will not be enough to satisfy industry goals.

Sustainably produced fuels nearly identical to kerosene are here today and result in far lower net carbon emissions than petroleum-derived fuels. The manufacturing

techniques for these fuels must be refined and the best ones scaled up, a process that will take place only when laws change to incentivize it.

To this end, ALPA must end its opposition to anything that sounds like "fuel taxes." Society's CO₂ problem can be addressed through market forces, but only if we put a price on carbon. Economists agree that a gradually implemented, revenue-neutral carbon tax can affordably turn the world toward cleaner energy, and ALPA should endorse this policy.

Meanwhile, industry must divest from fossil stocks. Profit from pollution is unethical, and industry should join leading institutions such as universities and foundations to rid our portfolios of extractive industry assets.

These policy changes may sound harmful, but at this point some pain is unavoidable. Carbon pollution has already changed our planet and hurt our economy. Aggressively limiting carbon protects aviation's future better than ignoring the problem, because the picture of unchecked climate change is one of global economic depression, suffering, and conflict—certainly not a scenario friendly to aviation.

We have the opportunity to promote decisive action that is both effective and compatible with our trade. Whether out of prudent risk avoidance or acknowledgement of our higher responsibility to humanity, the aviation industry must push toward nothing less than a zero-carbon aviation future. ✕

RecentlyRetired



Fellow ALPA Members,

Every year we say good-bye to many proud airline pilots who retire from the ranks of airline flying. They have honorably served the profession during some of our industry's most turbulent times. We would like to recognize their service in Air Line Pilot.



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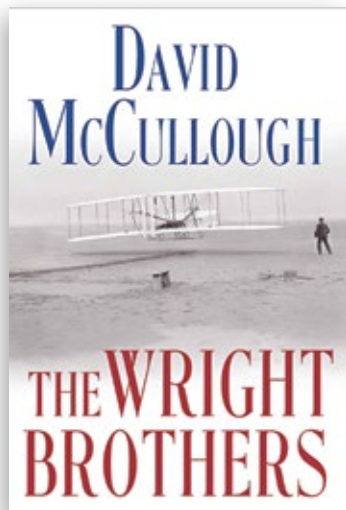
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For more of the interview with David McCullough, please visit www.alpa.org/DMinterview and watch the video.



'A MANMADE MIRACLE'

By ALPA Staff

Two-time Pulitzer Prize winner and *The New York Times*-bestselling author David McCullough sat down with *Air Line Pilot* for an exclusive interview to discuss his newest book *The Wright Brothers*. He also thoughtfully explained his deeper appreciation for airline pilots and the danger of taking anything for granted.

Bottom photo: William B. McCullough; photo opposite page: Eric Davis



Wright Brothers' Trivia

Be the first ALPA member (active and in good standing) to contact us at Magazine@alpa.org with the correct answer to the following question and receive an autographed copy of *The Wright Brothers*.

Q. In addition to Orville and Wilbur Wright, another American aeronautical pioneer born and raised in Ohio is forever historically connected to the Wright Flyer. Who is this American, and what is the connection?



Sharon B. Vereb, *Air Line Pilot's* editor in chief, sits down with David McCullough to discuss his newest book and his thoughts on airline pilots and the profession.

Q. After spending so much time researching the Wright Brothers, has your view on aviation changed? What do you think about the evolution of this industry?

A. My respect for pilots is greater than it's ever been because I know a great deal more about what can go wrong. The professional training and professional judgement that they have to have. And however wondrous today's present-day technology is, it still comes down to human ability to fly the plane. The Wrights didn't just invent the airplane,...they also invented how to fly the airplane. They were the first test pilots ever. And the same is true with any pilot today. They have to learn how to do that. It's not easy. Physically or mentally. When all the flights in the air were ordered to go aground on 9/11, to my knowledge there was not one accident, not one mishap. They all obeyed orders, and they did so skillfully and without incident or accident. Think of the training and ability and steadfastness in the face of adversity that represents.

Q. Prior to our discussion about pilot pay, were you aware of the controversy about early career starting pay for airline pilots?

A. I had never heard how low the starting salaries in fact are. I was not only surprised, it made me angry. How can they do that? When so much is put in the hands of these people that we just take for granted. We are climbing on board these airplanes, and they are responsible for our lives. They should be compensated not just adequately, but then some. Something's got to be done about that. It will decrease the ability of the people who have to apply and aspire to that career. No question about it. And that would be a very big mistake, and a dangerous trend.

Q. What do you think today's pilots and the Wright Brothers have in common?

A. Clearly they have the joy of flight. The excitement, the gratification of taking off into the sky—which has mechanized and

is now devoid of direct human physical contact with the air rushing by and the smell of the air up above—is still pure magic. And all of us who sit in our comfortable seat in the recliner coming in to land let's say over Washington, D.C., and look down and see the symbolic buildings right there before us like a chess board is a rare privilege. Back in the time of George Washington, for whom the city is named, he never got to see that. But we do, and we should never ever take it for granted. It's adding to the thrill of life and joy of life—aviation. Too often we are in too great a hurry to stop and think about it. We should. And our curiosity ought to make us want to know more about who did this. Who were those guys? How did they do this? That's how I felt. That's how I got going on this particular book.

Q. Amos Root, in the first published coverage of the Wrights' first flight, said, "When you see one of these graceful crafts sailing over your head, and possibly over your home, as I expect you will in the near future, see if you don't agree with me that the flying machine is one of God's most gracious and precious gifts." How much do you think that still applies today?

A. Very little. I think the problem today is that we all take aviation for granted, like water coming out of the faucet of our sink. We take pure water for granted, and yet in much of the world that is something very rare, hard to find—pure water. Here we are able to go where we go and do so in not only comfort but in safety—the kind that was never imaginable 25 to 30 years ago.

The indifference to the history of aviation is in some way symbolic of much of our history today, and that's a real concern to me and should be for all of us. We are suffering a variation of amnesia, and it's not a healthy thing. We need to know who we are and why we are the way we are. And what these great achievements have

cost in effort and dedication and failure. Progress just doesn't happen. And when it happens, we should never be without that sense of good fortune for us. The advent of the airplane changed the world. It changed history. It changed the outlook of what is possible.... It's a miracle, it's a manmade miracle. A miracle created with the human mind. With human bravery and courage.

Q. The book covered the surprising extent of the new research the Wright Brothers performed—it seemed that any time they thought they had a foundation to start from, such as the angle of the wing or the science behind propellers, they had to go back and redo or rethink someone else's research and theories. What was the biggest thing that surprised you in researching the book?

A. How often they faced the intellectual problems that not only challenged their mental ingenuity or heft but that put a strain on their time, patience, perseverance—in a time that very few people would have been able to face. They would've given up. They weren't just physically daring; they were intellectually daring. This isn't just a physical adventure into the blue; it's an intellectual adventure into the blue. The idea that these two young men from Ohio—who never graduated from high school, let alone college, who had no technical training whatsoever—could not only accomplish what they did intellectually but then proceed to accomplish what they did physically and against the very real likelihood they could be killed on any one of their test flights is itself a story of inspiration. I would've wanted to have written a book about the Wright Brothers even if they had not succeeded. So admirable are their human traits. So much is there to learn from their conduct and accomplishments. That in itself is to me sufficient reason to give them a just place in our story as a people, as a country. History isn't just about politics and the military, though it's often taught that way.... There is much else that was done by people of great ability and great courage and great good luck that figures dramatically in the way we live, what we count as important, and how we continue to behave as citizens. They're a prime example.

Q. Favorite quote from Wilbur Wight?

A. When Wilbur was asked, "What is the secret to success?" "Pick out a good mother and father and grow up in Ohio."

Q. Do you have a favorite aircraft?

A. The old DC-3. You had to walk uphill just to get to your seats. I love those airplanes.

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ALPA Sudoku (© paulspages.co.uk)

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

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

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

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

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Air Line Pilot is printed in the United States and published for professional airline pilots in the United States and Canada who are members of the Air Line Pilots Association, International.

ALPA Headquarters: 1625 Massachusetts Ave., NW, Washington, DC 20036

Postmaster: Send address changes to *Air Line Pilot*, PO Box 1169, Herndon, VA 20172-1169.

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2015 EBCB Schedule

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

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