

Special MEC Meeting

January 18-19, 2000 - Washington, D.C.

January 18, 2000

1410 Chair Beebe calls to order

Skinner, Osterhus present

Roll Call: All present except Milkey, represented by Cleary

AI 00-05 Consideration of Section 25(F) Grievance Settlement

Motion Tosi/Gauthier:

WHEREAS an agreement has been reached regarding Contract Section 25(F) Rescheduling, which will pay protect pilots for their originally scheduled trip if they should be rescheduled, and

WHEREAS as part of this settlement, management has agreed to pay 2+00 hours "show-no-go" to a pilot who has departed his or her residence and is en route to the airport should that pilot be advised that their scheduled trip will no longer operate, and

WHEREAS this problem has been ongoing since December 1997 to the detriment of the US Airways pilots, and

WHEREAS the MEC is seeking to finalize the settlement in the shortest time possible

THEREFORE BE IT RESOLVED that the MEC accepts the Settlement Agreement dated January 18, 2000, to Grievance 99-1-8, which includes the Bralich to Mowery letter dated January 18, 2000, and

BE IT FINALLY RESOLVED that the MEC Chairman shall communicate with Mr. Gangwal to convey that the MEC would like to have this settlement in effect prior to March 1, 2000.

Motion passes unanimously

1530 Recess

1540 Reconvene

AI 00-06 Follow-Up Actions Regarding SJ Discussions as Required by AI 99-229b

Motion Gillespie/Mayer:

WHEREAS the MEC has previously taken action directing the Negotiating Committee to engage in negotiations with Management on the small jets and then to suspend discussion on Small Jets due to certain issues regarding scheduling, jumpseat, grievances, deadheading and crew tracking, and

WHEREAS these issues have recently been addressed by the MEC Chairman, MEC Vice-Chairman, Grievance Chairman, Negotiating Committee and Scheduling Committee and,

WHEREAS on December 12, the FAA began enforcing rest rules for reserve pilots which have interfered with the operation of contract Section 25 (D) 5 d (2) and e (2) Regular Reserves who make themselves available to Daily Scheduling, and LOA # 72 R to S Transition, as well as changed the number of "S" reserve pilots needed to cover schedule on a daily basis, and

WHEREAS management has provided written notice that they will immediately take action to re-implement Contract Section 25 (D) 5 d (2) and e (2) and LOA #72 if approval is given by the FAA and has agreed to conduct discussions regarding the percentage of "R" to "S" reserves and a new definition of "adequate coverage" in consideration of the new reserve rest rules, and

WHEREAS management has also agreed 1) to settle the issue of Fly-Now Pay-Later in ALPA's favor, 2) that new hire pilots on observation flights shall not be given jumpseat priority over other US Airways pilots, 3) that deadheading flight crews will be seated in emergency exit rows in accordance with the Contract, 4) to hold in abeyance the decision to remove crew tracking from the domiciles until an ALPA/Company Task Force addresses the issue, 5) to allow "S" reserves to bid for their Protected Times on a monthly basis and 6) to allow ALPA to review crew scheduling training materials, and

WHEREAS the MEC seeks to resolve other outstanding issues on the MEC's list of issues in conjunction with any discussions regarding additional Small Jets,

THEREFORE BE IT RESOLVED that the MEC directs the Negotiating Committee to resume negotiations with management regarding Small Jets,

BE IT FINALLY RESOLVED that any agreement regarding additional Small Jets will contain the appropriate protections, limitations, and returns, as reflected in the MEC's list of issues, to include but not be limited to:

1. Reset of the minimum block hour guarantee contained in LOA #52
2. Adjusted minimum Captain/no-furlough clause
3. Increased growth (increased block hour and fleet plan projections)
4. Bi-directional flow through
5. Parity review modifications

BE IT FINALLY RESOLVED that any agreement regarding Small Jets will be sent to the membership for ratification.

Point of order DiOrio: Resolution is not in order since conditions in AI 99-229b are not satisfied

Chair: Not well taken

Point of order Gaudio: Information was discussed in closed session, it should not be disclosed in open session

Chair: Well taken

Point of order Mayer: Member not speaking to resolution

Chair: Not well taken

Point of order Gillespie: Speaker not speaking to motion

Chair: Not well taken

Motion Starnes/Davis: Move to table this until 1Q00 which would allow solutions to the outstanding issues to be more fully developed

Division Davis

Yes: Cleary, DiOrio, Davis, Starnes

No: Gauthier, Tosi, Gaudio, Newman, Mayer, Baier, Stephan, Gillespie

Totals: 4 yes, 8 no; Motion to table fails

Vote on main motion

Division Davis

Yes: Gauthier, Tosi, Gaudio, Newman, Mayer, Baier, Stephan, Gillespie

No: Cleary, DiOrio, Davis, Starnes

Totals: 8 yes, 4 no; Motion passes

AI 00-07 Consideration of Management's Counter Offer Regarding LOA's 77 & 78

Motion Mayer/Newman:

WHEREAS Trans States Airlines has ceased operations on the west coast, and

WHEREAS management and ALPA have reached agreement on LOA 77 American Eagle Code Share, which provides appropriate scope protections for the US Airways pilots by limiting the agreement to the western geographic area of the United States, limiting code share aircraft to 69 actual seats, and provides that the agreement is non-precedent setting, while allowing US Airways to code share with American Eagle, and

WHEREAS the MEC has required other quid pro quo to allow the code share with American Eagle, and

WHEREAS LOA #78 January 2000 Scheduling Clarification contains additional provisions and procedures which will:

1. Allow reserve pilots to voluntarily fly into a scheduled day off
2. Provide Vacation Line Adjustment for secondary lineholders
3. Allow more flexibility for lineholder monthly projection adjustments
4. Allow lineholders to split for 30 in 7 before or after a line trip as a matter of contract right
5. Allow pilots to substitute on the last leg of a trip prior to a deadhead

THEREFORE BE IT RESOLVED that LOA #78 will be distributed for ratification by the membership with an MEC recommendation for ratification, and

BE IT FINALLY RESOLVED that LOA #77 is hereby accepted and approved, contingent upon membership ratification of LOA #78.

1725 Recess

1735 Reconvene

Motion Davis/Starnes: Move to go into committee of whole

1815 Motion Gauthier/Gillespie: Move to recess until 0930

Division Davis

Yes: DiOrio, Gauthier, Tosi, Gaudio, Newman, Mayer, Baier, Stephan, Gillespie

No: Milkey, Davis, Starnes

Totals: 9 yes, 3 no; Motion to recess passes

January 19, 2000

0935 Chair Beebe calls to order

Skinner, Osterhus present

Roll call: All members present except DiOrio proxy Milkey, Gaudio proxy Newman

Point of order Gauthier: Questions of speaker are not relevant to resolution before body

Chair: Point of order is well taken

Following motion is on floor from previous evening:

Motion Davis/Starnes: Move to go into committee of whole

Division Davis

Yes: Milkey, DiOrio, Gaudio, Newman, Davis, Starnes, Stephan, Gillespie

No: Gauthier, Tosi, Mayer, Baier

Totals: 8 yes, 4 no

Body is in committee of whole to consider following resolution now on floor from previous evening:

WHEREAS Trans States Airlines has ceased operations on the west coast, and

WHEREAS management and ALPA have reached agreement on LOA #77 American Eagle Code Share, which provides appropriate scope protections for the US Airways pilots by limiting the agreement to the western geographic area of the United States, limiting code share aircraft to 69 actual seats, and provides that the agreement is non-precedent setting, while allowing US Airways to code share with American Eagle, and

WHEREAS the MEC has required other quid pro quo to allow the code share with American Eagle, and

WHEREAS LOA #78 January 2000 Scheduling Clarification contains additional provisions and procedures which will:

1. Allow reserve pilots to voluntarily fly into a scheduled day off
2. Provide Vacation Line Adjustment for secondary lineholders
3. Allow more flexibility for lineholder monthly projection adjustments
4. Allow lineholders to split for 30 in 7 before or after a line trip as a matter of contract right
5. Allow pilots to substitute on the last leg of a trip prior to a deadhead

THEREFORE BE IT RESOLVED that LOA #78 will be distributed for ratification by the membership with an MEC recommendation for ratification, and

BE IT FINALLY RESOLVED that LOA #77 is hereby accepted and approved, contingent upon membership ratification of LOA #78.

1045 Recess

1100 Reconvene

1200 Out of committee of whole, recess for lunch

1245 Reconvene

Amendment DiOrio/Davis: Add:

BE IT FINALLY RESOLVED that road shows will be held in conjunction with local council meetings no later than the beginning of the mailing out of ballots

Point of order DiOrio: Speaker used indecorous language

Chair: Not well taken

Point of order Davis: Member's remarks are insulting

Chair: Well taken

Amendment Mayer: Insert the following:

BE IT FURTHER RESOLVED that each council is encouraged to hold council meetings prior to the deadline for ballots and to include a discussion of LOA 77 and LOA 78 on their agendas

Chair rules Mayer amendment to DiOrio/Davis amendment out of order

Point of order Stephan: Speaker not speaking to resolution

Chair: Point of order not well taken

Division Davis

Yes: Cleary, DiOrio, Davis, Starnes

No: Gauthier, Tosi, Gaudioso, Newman, Mayer, Baier, Stephan, Gillespie

Totals: 4 yes, 8 no; Amendment fails

Amendment Mayer/Stephan: Insert the following:

BE IT FURTHER RESOLVED that each council is encouraged to hold council meetings as soon as possible and prior to the deadline for receipt of ballots and to include a discussion of LOA 77 and LOA 78 on their agendas for the purpose of educating the pilots so they may make an informed decision.

Division Davis

Yes: Gauthier, Tosi, Gaudioso, Newman, Mayer, Baier, Stephan, Gillespie

No: Cleary, DiOrio, Davis, Starnes

Totals: 8 yes, 4 no; Amendment passes

Back on main motion as amended

Amendment Starnes/Milkey: Amend paragraph to read:

THEREFORE BE IT RESOLVED that LOA 77 and LOA 78 will be distributed for ratification by a single vote for both LOAs with an MEC recommendation for ratification

And strike the following paragraph:

BE IT FINALLY RESOLVED that LOA #77 is hereby accepted and approved, contingent upon membership ratification of LOA #78.

Motion Baier/Mayer: Amend amendment to read:

THEREFORE BE IT RESOLVED that LOA 77 will be distributed for information and LOA 78 will be distributed for membership ratification with an MEC recommendation for ratification

BE IT FINALLY RESOLVED that LOA 77 is hereby accepted and approved, contingent upon membership ratification of LOA 78.

Amendment withdrawn by maker.

Vote on Starnes/Davis amendment; Division Davis

Yes: Milkey, DiOrio, Gauthier, Tosi, Davis, Starnes, Baier, Stephan, Gillespie

No: Gaudioso, Newman, Mayer

Totals: 9 yes, 3 no; Amendment passes

Amendment Davis/Milkey: Strike "with an MEC recommendation for ratification"

Point of order Stephan: Is amendment in violation of AI 00-02?

Recess

Reconvene

Chair: Point of order well taken, amendment is out of order

Point of order withdrawn, amendment is in order

Vote on amendment; Division Mayer

Yes: Milkey, DiOrio, Davis, Starnes

No: Gauthier, Tosi, Gaudioso, Newman, Mayer, Baier, Stephan, Gillespie

Totals: 4 yes, 8 no; Amendment fails

Resolution now reads:

WHEREAS Trans States Airlines has ceased operations on the west coast, and

WHEREAS management and ALPA have reached agreement on LOA #77 American Eagle Code Share, which provides appropriate scope protections for the US Airways pilots by limiting the agreement to the western geographic area of the United States, limiting code share aircraft to 69 actual seats, and provides that the agreement is non-precedent setting, while allowing US Airways to code share with American Eagle, and

WHEREAS the MEC has required other quid pro quo to allow the code share with American Eagle, and

WHEREAS LOA #78 January 2000 Scheduling Clarification contains additional provisions and procedures which will:

1. Allow reserve pilots to voluntarily fly into a scheduled day off
2. Provide Vacation Line Adjustment for secondary lineholders
3. Allow more flexibility for lineholder monthly projection adjustments
4. Allow lineholders to split for 30 in 7 before or after a line trip as a matter of contract right
5. Allow pilots to substitute on the last leg of a trip prior to a deadhead

THEREFORE BE IT RESOLVED that LOA 77 and LOA 78 will be distributed for membership ratification by a single vote for both LOAs with an MEC recommendation for ratification, and

BE IT FINALLY RESOLVED that each council is encouraged to hold council meetings as soon as possible and prior to the deadline for receipt of ballots and to include a discussion of LOA



77 and LOA 78 on their agendas for the purpose of educating the pilots so they may make an informed decision.

Vote on main motion; Division Davis

Yes: **Gauthier, Tosi, Gaudio, Newman, Mayer, Baier, Stephan, Gillespie**

No: **Milkey, DiOrio, Davis, Starnes**

Totals: **8 yes, 4 no; Main motion as amended passes**

1510 Motion Mayer/Gauthier: Move to adjourn

Motion passes