



Second Quarter MEC Meeting

**June 12-15, 2000—Annapolis Marriott Waterfront Hotel;
June 20-23—Philadelphia Airport Marriott**

Day One, Monday, June 12, 2000

1005 Chairman Beebe convenes meeting

Vice Chair Pollock, Secretary/Treasurer Osterhus present; Roll Call:

Council 32	Milkey	DiOrio
Council 41	Beerley (Tosi's proxy)	Greenhall
Council 90	McKee	Kelly
Council 94	Davis	Starnes
Council 135	Nolan (proxy Amos)	Amos Walsh
Council 138	Mayer (proxy Baier)	Baier
Council 148	Stephan	Gillespie

AI 00-64 **Chairman's Report – Chris Beebe**

AI 00-65 **Vice Chairman's Report – Bill Pollock**

AI 00-66 **Secretary/Treasurer's Report – Philip Osterhus**

AI 00-101 **Election of Merger Committee Members – Candidate Interviews**

Bill Craine, Tom Mullen, Duane Davis interview

1115 Recess

1125 Reconvene

Bob Kirch, Todd Cardoza, Randy Mowrey, Mike Cleary, Chip Munn, Robert Mayer interview

1253 Recess - Working Lunch

1315 Reconvene

AI 00-101 **Election of Merger Committee Members –**

Candidate Interviews cont.

Chip Mayer, Mike Borer, Woody Menear interview for Merger Committee

AI 00-67 **EVP Report – David Morrow**

Meeting closed

1553 Meeting open

Current Industry Overview — Seth Rosen, Ana McAhron-Schulz
Rick Dubinsky, UAL MEC Chairman Presentation

AI 00-101 **Election of Merger Committee Members – Candidate Interviews cont.**

Ray Stevens interviews for Merger Committee

1750 Chair closes meeting

1822 Meeting open

Chair reads results of CLT election, Bill McKee, Frank Kelly elected

1825 recess

Day Two, Tuesday, June 13, 2000

0935 Beebe reconvenes meeting

Pollock, Osterhus present

Roll Call: All MEC members present except Tosi proxy Beerley, Nolan proxy Amos

Period for US Airways pilots in good standing to address the MEC; Woody Menear addresses MEC

Code-Sharing Partners

Motion Davis/Milkey:

WHEREAS the US Airways MEC by a unanimous motion was in favor of removing the priorities from the jumpseat form and letting the Captain determine the priority, and

WHEREAS the wholly-owned carriers went directly to US Airways management to negotiate a special priority for themselves on the mainline jumpseat without advising the US Airways MEC Chairman or the Jumpseat Committee Chairman, and

WHEREAS the Allegheny MEC recorded a code-a-phone that played for several days and was very critical in an unfair and inaccurate way to the US Airways' MEC Jumpseat Committee Chairman, and

WHEREAS neither has the Allegheny MEC Chairman offered an apology for their inexcusable actions against the US Airways Jumpseat Committee Chairman nor have the wholly-owned MECs done anything to acknowledge their circumvention of the US Airways MEC in obtaining a special priority for themselves,

THEREFORE BE IT RESOLVED that until an apology is made by the Allegheny MEC Chairman that is acceptable to the US Airways MEC Jumpseat Committee Chairman there will be no report by the Allegheny MEC Chairman to the US Airways MEC

Motion passes unanimously

Piedmont Chairman Bob Pantazis offers apology for failure of MECs of wholly-owned regional carriers to inform and coordinate with AAA MEC on Jumpseat policy initiative

1000 Parity Review – Jalmer Johnson, Ana McAhron-Schulz, Mike Abram, Negotiating Committee



AI 00-73 Central Air Safety Committee Report

Motion Stephan/Baier: Move to discharge subcommittee on AI 00-102 Election of Central Air Safety Committee Chairman

Motion passes

AI 00-102 Election of Central Air Safety Committee Chairman

Stephan nominates McVenes; Nominations are closed

McVenes is elected by acclamation

1305 Lunch

1420 Reconvene

AI 00-101 Election of Merger Committee Members – Candidate Interviews cont.

Walter Hall, Laurie McCarthy-Meyer, Lew Tetlow, Kevin Ayala interview

AI 00-107 Selection of Merger Counsel – Candidate interviews

Roland Wilder of Baptiste Wilder interviews

1605 Recess

1615 Reconvene

AI 00-110 Flight Security Report – Doug Rice

Motion Milkey/Starnes: Move to continue report until all questions are answered

Motion passes unanimously

AI 00-72 Route Committee Report – Todd Cardoza

AI 00-109 Bid Closing Report – Bruce Beighlie

1845 Recess

Day Three, Wednesday, June 14, 2000

0930 Chair Beebe reconvenes meeting

Pollock, Osterhus present

Roll Call: All MEC members present except DiOrio proxy Milkey, Kelly proxy McKee, Gillespie proxy Stephan; Tosi, Nolan, Amos are absent

0933 Amos arrives, Nolan proxy Amos

0934 Tosi, Kelly arrive

0938 DiOrio arrives

AI 00-101 Election of Merger Committee Members – Candidate Interviews cont.

George Jehn interviews for Merger position, Richard Obermeyer, Kim Snider interview

1044 Recess

1107 Reconvene

Jim Twohig interviews for Merger committee

Davis speaks for Kerry Kearns candidacy for Merger committee

Milkey speaks for Dave Ordorica's candidacy

AI 00-107 Selection of Merger Counsel – Candidate interviews

Stuart Goldstein, Wes Kennedy, Dan Katz interview for Merger Counsel

1414 Meeting is closed

1445 Recess into open session

1545 Reconvene

AI 00-101 Election of Merger Committee Members – Candidate Interviews cont.

John Dunkin is interviewed for Merger Committee by phone

Greenhall, Tosi speak for Jose Barbosa

1610 Recess

1625 Reconvene

AI 00-101 Election of Merger Committee Members

Davis requests roll call vote for each candidate

Motion DiOrio/Kelly: Move to staff the Merger committee with three merger representatives

Point of order Davis: Member not speaking to motion

Chair: Point well taken

Motion passes unanimously

Merger Rep 1

Milkey nominates Cleary

Stephan nominates Snider

Chair closes nomination

Voting for Cleary: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

Voting for Snider: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie proxy Stephan 122

Totals: Cleary 3421, Snider 1517; Cleary elected

Merger Rep 2

Davis nominates Randy Mowrey

Baier nominates Kim Snider

Nominations are closed

Voting for Mowrey: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

Voting for Snider: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie proxy Stephan 122

Totals: Mowrey 3421, Snider 1517; Mowrey is elected

1653 Recess

1709 Reconvene

Merger Rep 3

Greenhall nominates Cardoza

Amos nominates Snider

1710 Recess



1712 Reconvene

Chair closes nominations

Voting for Cardoza: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

Voting for Snider: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie proxy Stephan 122

Totals: Cardoza 3421, Snider 1517; Cardoza is elected

AI 00-107 Selection of Merger Counsel cont.

Motion Milkey/McKee:

BE IT RESOLVED that Dan Katz is selected as AAA merger counsel

Motion passes by acclamation

Motion Greenhall/Starnes:

WHEREAS the US Airways MEC has been in the process of interviewing and electing pilots for the Merger Committee, and

WHEREAS numerous pilots from all spectrums of the seniority list have come forward to volunteer their services on behalf of their fellow pilots, and

WHEREAS these pilots have impressive qualities that may be useful in assisting in the US Airways/United merger,

THEREFORE BE IT RESOLVED that the US Air MEC extends its gratitude to all of the pilots who came forward to offer their services to our Union and their fellow pilots.

Point of order Davis: Tosi not speaking for or against motion

Chair: Well taken

1720 Recess

1724 Reconvene

Davis asks for calling of the roll

1728 Recess

1733 Reconvene

All MEC members present except Nolan, Amos proxy Walsh, Gillespie proxy Stephan

Motion (of appreciation for pilots interviewing) passes unanimously

Recess

1825 Reconvene

Chair rules Walsh comments indecorous and out of order

Chair, without objection, puts body in closed session

2028 Return to open session

Recess until 0815

Day Four, Thursday, June 15, 2000

0820 Pollock reconvenes meeting

Osterhus present, Beebe absent

Roll Call: All MEC members present except Nolan proxy Amos, Gillespie proxy Stephan

0825 Beebe arrives

0857 Wolf, Gangwal, Gibson, Bryan arrive

Gangwal comments

0917 Beebe reads statement of MEC dissatisfaction to Wolf and Gangwal

0922 Beebe closes meeting

1117 Recess

1132 Reconvene in closed session

1258 Return to open session

1300 Recess

1428 Reconvene

AI 00-70 Grievance Committee Report - Doug Mowery

Osterhus violates phone decorum

Point of order Davis: We have to get the fleet data

Chair: Point well taken; Negotiating Committee, Contract Administrator, and Grievance Chair to get fleet data

Point of order Davis: Member is using point of information to gain floor

Chair: Well taken

Chair states, w/o objection, he will pursue Grievance Chair Mowery's recommendations on grievance issue

Point of order Davis: Negotiating Committee should be present

Chair: Not well taken

1530 Recess

1545 Reconvene

Motion Davis/Milkey: Move to accept ASAP MOU as late agenda item AI 00-112, discharge it from subcommittee, and deal with it now

Motion passes unanimously

AI 00-112 ASAP MOU

Motion Davis/Milkey: Move to accept ASAP MOU

Motion passes unanimously

Point of order Milkey: Member speaking to intent of another member

Chair: Well taken

Point of order Davis: I had the floor

Chair: Well taken

Davis asks for calling of the roll:

All MEC members present except DiOrio proxy Milkey, Kelly proxy McKee, Nolan, Amos, Walsh absent

Motion Milkey/McKee: Move to recess until Tuesday morning in PHL

Motion passes

1603 Recess

Tuesday, June 20, Philadelphia Airport Marriott

1000 Chair Beebe reconvenes meeting

Vice Chair Pollock, Secretary/Treasurer Osterhus present; Roll Call:

All MEC members present except DiOrio proxy Milkey, McKee proxy Kelly, Nolan proxy Amos, Gillespie proxy Stephan

Negotiating Committee presentation

1110 DiOrio arrives

1205 Recess

1240 Reconvene in closed session for Merger committee report

1455 Out of closed session

1500 Recess to subcommittee

Wednesday, June 21, 2000

0935 Beebe reconvenes

Pollock, Osterhus present;

Roll call: All MEC members present except Nolan proxy Amos

AI 00-76 Consent Agenda (AI-77, 79, 80, 81, 83)

(AI 00-78, 82 removed)

Motion Milkey/DiOrio: Move to accept consent agenda

Motion passes

AI 00-65 Vice Chairman's Report

Motion Baier/Stephan:

BE IT RESOLVED that the Vice Chairman's Report is hereby received.

Motion passes

AI 00-65a Congressional Issues "Fast Read"

Motion Baier/DiOrio:

WHEREAS a better informed pilot group is a worthy goal of the US Airways MEC, and

WHEREAS there are significant political issues that will impact the US Airways pilot group in the near future, and

WHEREAS a readily available communication resource is ours for the asking, one that comes with no additional cost to the MEC,

THEREFORE BE IT RESOLVED that the MEC supports the trial implementation of a governmental-issues only "Fast Read" project to be used for the distribution of time sensitive, externally-derived legislative/ governmental issues administered by the Legislative Affairs Committee.

Motion passes

AI 00-67 EVP Report

Motion Baier/Stephan:

BE IT RESOLVED the report is received

Motion passes

AI 00-71 Negotiating Committee Report

Motion Baier/Stephan:

BE IT RESOLVED the report is received

Point of order Davis: Baier speaking to intent

Chair: Point of order well taken

Butkovic violates phone decorum

Motion Davis/Milkey:

Recommit to subcommittee

Motion passes

Point of order Tosi: There is no current speaker's list

Chair: Well taken

AI 00-73 Central Air Safety Committee Report

Motion Baier/DiOrio:

BE IT RESOLVED the report is received

Motion passes

AI 00-87 Modify LOA 70 On Line Rotation for Senior Check Pilots

Motion Davis/Starnes:

WHEREAS Letter of Agreement (LOA) 70, Section (N)1, provides a one (1) month rotation to the line a minimum of three (3) times per calendar year for covered pilots, and

WHEREAS the Senior Check Pilots are finding that being away from their offices for a month at a time creates a continuity problem on managing their respective program, and

WHEREAS (LOA) 70, Section (A)4 eliminates all compensation pay hours and block hours for covered pilots from the Parity review, and

WHEREAS having the Senior Check Pilots buy trips may help to solve the problem,

THEREFORE BE IT RESOLVED that the MEC directs the Negotiating Committee to develop language to modify LOA 70 that would allow the Senior Check Pilots to accomplish their rotation to the line by flying up to four (4) days per month to approximate the equivalent amount of flying that would result from a full month's rotation three times a year, and

BE IT FURTHER RESOLVED that all trips bought for Senior Check Pilots to accomplish this continuity for their respective programs will be excluded from the parity review in accordance with (LOA) 70, and

BE IT FURTHER RESOLVED that such language will be submitted to the MEC before beginning talks with management, and

BE IT FINALLY RESOLVED that any agreement acceptable to the MEC will be sent out for membership ratification.

Motion Starnes/DiOrio: Move to recommit

Motion fails

Motion DiOrio/Starnes: Move to call the question

Call the question passes

Main motion passes

AI 00-91 Cost of Tracking the Pilot Vacation Bid

Motion Davis/Starnes:

WHEREAS AI 98-239 directed the ALPA Bid Closing Committee to track the initial pilot vacation bid results, track subsequent vacation cancellations and re-bids, and present the data in periodic reports to the MEC, and

WHEREAS part of the purpose of this effort was to attempt to identify the available vacation distribution, the effect on vacation hours taken after subsequent re-bids, and to quantify lost vacation hours, and

WHEREAS after a series of inaction and delays over 18 months the process finally evolved to an acknowledgement by management that the data existed and was retrievable, but it would require writing a Sabre program at a cost of about \$4,000 to automatically retrieve the data, and

WHEREAS management has since concluded that the software writing cost has increased to \$7,400 and should be paid by ALPA, which has stalled any further progress toward getting this data, and

WHEREAS the Association has a legal right to the pay data for the pilots it represents, and

WHEREAS it is possible that US Airways pilots are losing rightfully earned vacation because of the ability of management to obscure what happens to the vacation bids,

THEREFORE BE IT RESOLVED that the MEC Chairman will attempt to gain an agreement from management that all requested data involving a pilot's pay will be provided to the Association in a prompt and timely manner without charge to ALPA, and

BE IT FURTHER RESOLVED that if management refuses to provide the data without payment from ALPA, then that the MEC authorizes the necessary expenditure for writing the Sabre software and directs that this process be taken forward immediately, and

BE IT FURTHER RESOLVED that a report from the Electronic Information Systems subcommittee will be made no later than the third quarter MEC meeting with an update on their progress on achieving a CATCREW screen to display vacation rebid information, and

BE IT FINALLY RESOLVED that if management refuses to pay the software writing cost, then a MEC grievance will be immediately filed along with whatever other legal action can be taken.

Motion passes unanimously

AI 00-95a Javaras Contract

Motion Baier/Davis:

WHEREAS expertise in the Aeromedical field among current pilots is rare and takes years to acquire, and

WHEREAS the US Airways MEC desires to provide the best service for its pilots that it can, and

WHEREAS training pilots in this field is time consuming, and

WHEREAS the US Airways Aeromedical Committee and the US Airways MEC desires continuing access to expertise accumulated during many years of service to the pilots of US Airways, and

WHEREAS Steve Javaras, recently retired from US Airways and a long term chairman of the US Airways Aeromedical Committee, has considerable expertise in this field, and

WHEREAS the US Airways MEC has authorized payment of \$400.00 per day for a maximum of five days per month from its MEC account,

THEREFORE BE IT RESOLVED that the US Airways MEC petitions the Executive Council to approve the renewal of the consulting agreement for Steve Javaras for one year.

Motion passes unanimously

AI 00-95b Everley Contract

Motion Baier/Davis:

WHEREAS the US Airways MEC has committed to providing its pilots with a high level of representational service, and

WHEREAS Contract Awareness and timely help on contractual questions are part of that service, and

WHEREAS the MEC Hotline provides the US Airways pilots with timely and accurate information on contract interpretations, past practice, and grievance awards, and

WHEREAS only pilots who are now, or have been on the US Airways seniority list have sufficient expertise and working knowledge of our Contract, grievance awards, and other pertinent details to staff the MEC Hotline, and

WHEREAS the US Airways MEC expects to offer this service to the US Airways pilots for the foreseeable future, and

WHEREAS it is more cost effective for the US Airways MEC to use a US Airways pilot who is currently not on active status as a consultant than to pay flight pay loss to staff the MEC Hotline, and

WHEREAS Robert S. Everley, a US Airways pilot, currently on long term medical disability has staffed the MEC Hotline for the US Airways MEC under a Consulting Agreement since 1998, and

WHEREAS the US Airways MEC has authorized payment of \$220.00 per day for a maximum of 5 days per week from its MEC account,

THEREFORE BE IT RESOLVED that the US Airways MEC petitions the Executive Council to approve the renewal of the consulting agreement for Robert S. Everley for one year.

Motion passes unanimously

AI 00-69 Jumpseat Committee Report

AI 00-69a Allegheny Code-A-Phone and End Run of US Airways Jumpseat Chairman and US Airways MEC Chairman

Motion Davis/Kelly:

WHEREAS the MEC was on record with a motion 99-182 to achieve an elimination of the priority codes listed on the Jumpseat Boarding Pass (Form OF-48) in an attempt to get the agent to direct all jumpseat requests to the Captain for final determination, and

WHEREAS on April 7, 2000, the MEC Chairman of the three US Airways wholly-owned carriers Capt. Matt Kernan, Allegheny, Capt. Bob Pantazis, Piedmont, and Capt. Steve Toothe, PSA, wrote Mr. Gangwal requesting a higher jumpseat boarding priority than the contract Express carriers which they said they deserved, and

WHEREAS neither the US Airways MEC Jumpseat Chairman nor the US Airways MEC Chairman were advised of this wholly-owned effort which was a serious breach of union protocol and against the US Airways resolution, and

WHEREAS the letter gave US Airways management another opportunity to play one pilot group against another by awarding the higher jumpseat priority to the wholly-owned while simultaneously refusing serious consideration to the US Airways MEC's resolution, and

WHEREAS the Allegheny MEC played a code-a-phone for several days that unfairly attacked the US Airways MEC Jumpseat Committee Chairman,

THEREFORE BE IT RESOLVED that the US Airways MEC directs its MEC Chairman and Jumpseat Committee Chairman to discuss with Mr. Gangwal the higher priority granted to the pilots of the wholly-owned carriers and to express the MEC's displeasure at ignoring the US Airways MEC's request to delist the "A" jumpseat priorities while granting the wholly-owned's request, and

BE IT FURTHER RESOLVED that the US Airways MEC expresses its strong displeasure to the three wholly-owned MECs Allegheny,

Piedmont, and PSA over the breach in protocol and end run done by the their MEC Chairmen of the US Airways MEC, and

BE IT FURTHER RESOLVED the MEC will review its June 5, 1997 resolution to invite the code share partners to attend the first day of its regular MEC meetings, and

BE IT FURTHER RESOLVED that absent a written apology and code-a-phone from the Allegheny MEC that is acceptable to the US Airways MEC Jumpseat Chairman and absent a written apology from the three wholly-owned MEC Chairmen acceptable to the US Airways MEC for their end run on the jumpseat boarding priority, then the invitation to attend the first day of mainline MEC meetings is hereby rescinded.

Motion Stephan/Tosi: Move to postpone until Thursday afternoon when the principals are accessible to the MEC

1252 Recess for lunch

1405 Reconvene

Discussion continues on motion to postpone

1435 Recess

Reconvene

Stephan/Tosi withdraw motion to postpone

Davis/Kelly withdraw resolution

Chair recommits to subcommittee

Motion Walsh/Amos: Move to recess the subcommittee to address AI 00-105

Walsh/Amos withdraw motion

AI 00-84 Appointment of Captain Jim Gardner to the Legislative Affairs Committee

Motion Davis/Milkey:

WHEREAS, the efforts of the Legislative Affairs Committee are important to the pilots of US Airways and the Air Line Pilots Association, and

WHEREAS, the Legislative Affairs Committee at the US Airways MEC would benefit greatly from additional voluntary support, and,

WHEREAS, Captain Jim Gardner has generously offered his time and energy to support the Legislative Affairs Committee and specifically the ALPA-PAC program,

THEREFORE BE IT RESOLVED that the US Airways MEC affirms Captain Jim Gardner as a member of the Legislative Affairs Committee to oversee the ALPA-PAC program.

Motion passes unanimously

AI 00-90 FOQA Monitoring Team

Motion Milkey/DiOrio:

WHEREAS currently Captain Matt Merillat, Captain Bill Weeks and Captain Terry McVenes are the three ALPA FOQA Monitoring Team members, and

WHEREAS the FOQA Letter of Agreement provides for three (3) or more ALPA members on the FOQA Monitoring Team,

THEREFORE BE IT RESOLVED that Captain Travis Major and Captain Steve Skupien be appointed as members of the ALPA FOQA Monitoring Team.

Motion passes unanimously

AI 00-92 Change Location & Date of 3Q 2000 MEC Meeting

Motion Davis/Milkey: Move to take no action

Motion to take no action passes

Chair tells body that MEC officers will plan for MEC to arrive Thursday night for Friday and Saturday BOD prep, with registration and receptions on Sunday. If workload increases, MEC will be called to arrive one day earlier

AI 00-100 New Hire Progress Reports

Motion Milkey/DiOrio:

WHEREAS all probationary pilots are instructed by the company to provide a New Hire Progress Report to each Captain they fly with, and

WHEREAS some of these reports are sent to the Chief Pilot's Office without providing the First Officer the opportunity to review these reports prior to inclusion in their respective personnel file, and

WHEREAS negative reports have played a role in the termination of some first year pilots, and

WHEREAS failure to disclose negative reports to these pilots violates sections 19 D 5 and 6 of the Pilots' Working Agreement,

THEREFORE BE IT RESOLVED that the US Airways MEC directs the MEC Chairman to notify the Company of its non-compliance with respect to the new hire progress reports as referred to in Section 19(D)5 and 6 of the Contract and to immediately bring the progress report program into compliance with the contract by sharing all reports with the respective Apprentice ALPA member.

BE IT FURTHER RESOLVED that an MEC grievance will be immediately filed to be preserve our rights, pending the outcome of the MEC Chairman's efforts.

Point of order Milkey: Member is using point of information to gain floor

Chair: Point well taken

Motion passes unanimously

1528 Recess

1544 Reconvene

Without objection subcommittee is discharged and AI 00-105 is now before the body

AI 00-105 Settlement of Pending Shuttle Grievances

Motion Walsh/Amos:

BE IT RESOLVED that upon settlement of grievances LGA 00-06-01 and LGA 00-06-02 in accordance with a negotiated settlement providing displacement rights for all former B-727 Shuttle pilots who were holding the B-727 position at LGA as of July, 20, 2000, such settlement shall be brought before the MEC for approval.

Point of order Davis: Concerned about being on record that we may be subject to DFR, we need counsel to advise us on threat of DFR

Chair: Point not well taken

Chair asks Contract Administrator to be sensitive to possibility of DFR issues

Point of order Davis: Point of information must be a question

Chair: Well taken

Chair advises body points of information must be a question



Point of order Starnes: Motion is out of order because it settles an LEC grievance

Chair: Motion in order because MEC must agree to settlement

1710 Recess

1745 Reconvene

1825 Point of order Tosi: Call for the orders of the day

Motion Davis/Walsh: Move to continue to 1915

Roll call Starnes

Yes: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Nolan 59, Amos 49, Walsh 36, Baier 223, Hocking 88

No: Tosi 631, Starnes 473, Stephan 309, Gillespie 122

Totals: Yes 3403, No 1535; Motion to extend passes

Chair says this issue will be done at 1000 tomorrow

1917 Recess

Thursday June 22, 2000

0930 Chair Beebe reconvenes meeting

Pollock, Osterhus present

Roll call: All MEC members present except Nolan proxy Amos

AI 00-105 Settlement of Pending Shuttle Grievances cont.

Following motion back on floor:

BE IT RESOLVED that upon settlement of grievances LGA 00-06-01 and LGA 00-06-02 in accordance with a negotiated settlement providing displacement rights for all former B-727 Shuttle pilots who were holding the B-727 position at LGA as of July, 20, 2000, such settlement shall be brought before the MEC for approval.

Point of order Davis: Speaker's comments not relevant

Chair: Let's allow speaker a few more minutes

Point of order Davis: Speaker is speaking to intent

Chair: Not well taken

Amos/Walsh: Move to call the question

Division Davis

Yes: Tosi, Nolan proxy Amos, Amos, Walsh, Baier, Hocking

No: Milkey, DiOrio, Greenhall, McKee, Kelly, Davis, Starnes, Stephan, Gillespie

Totals: 6 yes, 9 no; Call the question fails

Beebe violates phone decorum

1000 Recess

1018 Reconvene

AI 00-74 Training Committee Report - Tim Baker

1057 Without objection time for report is extended until 1110

1102 recess to subcommittee until 1530

1535 Beebe reconvenes meeting

Beebe asks meeting be closed to all except sitting MEC members and Comm Chairman

1540 Meeting closed

1838 Meeting opened

1840 Recess

1914 Reconvene, Chair closes meeting

2000 Meeting is open

AI 00-69a Allegheny Code-A-Phone and End Run of US Airways Jumpseat Chairman and US Airways MEC Chairman cont.

Chair asks Kernan to appear

Point of order Davis: Kernan may not appear before body until acceptable apology is made

Chair asks Moore if Kernan's apology is acceptable

Moore replies apology is acceptable

Kernan answers questions from MEC

2115 Recess

Friday, June 23, 2000

0930 Beebe reconvenes meeting

Pollock, Osterhus present

Roll Call: All MEC members present except Nolan proxy Amos, Hocking proxy Baier, Stephan proxy Gillespie

0931 Hocking, Stephan arrive

Motion Davis/Starnes: Move Acceptance of late agenda item on directing the Master Chairman to suspend Donn Butkovic from the Negotiating Committee

Roll call Davis

Yes: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

No: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

Totals: 3421 yes; 1517 no

Late agenda item accepted, assigned AI 00-116

Motion Milkey/Davis:

Move to discharge subcommittee and deal with it in plenary at this time

Motion passes

AI 00-116 Direct the Master Chairman to suspend Donn Butkovic from Negotiating Committee

Motion Davis/Starnes:

BE IT RESOLVED the Master Chairman is directed to suspend Donn Butkovic from the Negotiating Committee pending review and action by the MEC

Kelly ruled out of order

Point of order Milkey: Room is too noisy

Chair: Well taken (asks room to quiet down)

Motion Starnes/Davis: Move to call the question

Roll call Starnes

Point of order Starnes: Debate is not in order

Chair: Point of information is not debate

Yes: **Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473**

No: **Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122**

Totals: **3421 yes; 1517 no; Call the question passes**

1027 Recess

1030 Reconvene

Davis asks roll call on main motion

Yes: **Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473**

No: **Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122**

Totals: **3421 yes; 1517 no; Motion passes**

Motion Stephan Gillespie: Move to accept late agenda item on LOA 44

Motion passes

Without objection chair discharges subcommittee and body will deal with issue in plenary now

AI 00-117 LOA 44 Implementation

Motion Gillespie/Stephan:

WHEREAS the company continues to implement LOA 44, and
WHEREAS the implementation of LOA 44 is being utilized to neutralize and reverse the positive effects of growth that were paid for by the US Airways pilots in the 1997 contract negotiations,

THEREFORE BE IT RESOLVED that the US Airways MEC strongly objects to the continued execution of LOA 44, and

BE IT FINALLY RESOLVED that the US Airways MEC directs the MEC Chairman to utilize all available means immediately to communicate to the pilots addressing our strong objection to the continued use of LOA 44 and educating the pilot group as to what must be complied with in the LOA.

Point of order Davis: We are wasting time

Chair: Not well taken

Motion Stephan/Gillespie: Move to postpone until next plenary session

Motion passes

AI 00-69a Allegheny Code-A-Phone and End Run of US Airways Jumpseat Chairman and US Airways MEC Chairman cont.

Motion Davis/Kelly:

WHEREAS the MEC was on record with a motion 99-182 to achieve an elimination of the priority codes listed on the Jumpseat Boarding Pass (Form OF-48) in an attempt to get the agent to direct all jumpseat requests to the Captain for final determination, and

WHEREAS on April 7, 2000, the MEC Chairman of the three US Airways wholly-owned carriers Capt. Matt Kernan, Allegheny, Capt. Bob Pantazis, Piedmont, and Capt. Steve Toothe, PSA,

wrote Mr. Gangwal requesting a higher jumpseat boarding priority than the contract Express carriers which they said they deserved, and

WHEREAS neither the US Airways MEC Jumpseat Chairman nor the US Airways MEC Chairman were advised of this wholly-owned effort which was a serious breach of union protocol and against the US Airways resolution, and

WHEREAS the letter gave US Airways management another opportunity to play one pilot group against another by awarding the higher jumpseat priority to the wholly-owned while simultaneously refusing serious consideration to the US Airways MEC's resolution, and

WHEREAS an Allegheny MEC code-a-phone unfairly attacked the US Airways MEC Jumpseat Committee Chairman,

THEREFORE BE IT RESOLVED that the US Airways MEC directs its MEC Chairman and Vice Chairman to meet and discuss with Mr. Gangwal the higher priority granted to the pilots of the wholly-owned carriers and to express the MEC's displeasure at management's ignoring the US Airways MEC's request to delist the 'A' jumpseat priorities while granting the wholly-owned's request, and

BE IT FURTHER RESOLVED that the US Airways MEC expresses its strong displeasure to the three wholly-owned MECs Allegheny, Piedmont, and PSA over the breach in protocol and end run done by the their MEC Chairmen, and

BE IT FURTHER RESOLVED the MEC will review its June 5 resolution to invite the code share partners to attend the first day of its regular MEC meetings, and

BE IT FURTHER RESOLVED that absent a code-a-phone from the Allegheny MEC apologizing for the code-a-phone that attacked our Jumpseat Committee Chairman that is acceptable to the US Airways MEC and absent a written apology from the three wholly-owned MEC Chairman acceptable to the US Airways MEC for their end run on the jumpseat boarding priority, then the resolution for an invitation for the code-sharing partners to attend the first day of mainline MEC meetings is hereby rescinded, and

BE IT FURTHER RESOLVED that the intent of this resolution is that lacking the acceptable actions by the wholly-owned MECs mentioned above, then no code-sharing partner pilot may attend US Airways MEC meeting except by invitation approved by the MEC.

Point of order Hocking: Member is out of order

Chair: Not well taken

Substitute Hocking/Baier:

WHEREAS the US Airways MEC recognizes the hard work and dedication of Bill Moore on the Jumpseat Committee, and

WHEREAS the US Airways MEC recognizes that Bill. Moore did present to the MEC the desire of the wholly-owned to change the Jumpseat priority over one year ago, and

WHEREAS Bill. Moore was unfairly criticized on the Allegheny code-a-phone, and

WHEREAS the Chairman of Allegheny has apologized and Bill Moore has accepted this apology,

THEREFORE BE IT RESOLVED the MEC directs the Communication Committee to put out a code-a- phone recognizing the hard work and dedication of Bill Moore, and the fact that the Allegheny Capt. Matt Kernan has apologized for the inappropriate Allegheny code-a-phone.



Amendment Stephan/Gillespie: replace "directs the Communication Committee to put out a code-a- phone recognizing" with "recognizes"

Point of order DiOrio: Is member speaking for or against amendment

Chair: Member is speaking against

Amendment fails; back on substitute;

Substitute fails

Division Stephan

Davis remarks ruled out of order

Roll call Greenhall

Yes: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

No: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

Totals: 3421 yes; 1517 no; Substitute fails, back on main motion

Motion DiOrio/Davis: Move to call the question

Roll call DiOrio

Yes: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

No: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

Totals: 3421 yes; 1517 no; Call the question passes

Point of order Davis: Further debate is not appropriate

Chair: Points of information are not debate

1203 Recess

1335 Reconvene

Roll call Davis

Yes: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Kelly 578, Davis 782, Starnes 473

No: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

Totals: 3421 yes; 1517 no; Motion passes

Chair asks Pantazis to leave room

1545 Council Caucus

AI 00-96 Review, Amend and Re-prioritize AI 99-183 Furlough Longevity for Pay and Vacation

Motion Walsh/Tosi:

WHEREAS US Airways had pilots on furlough for over eight years, and

WHEREAS former US Airways Shuttle pilots were on furlough for over six years while US Airways managed the Shuttle, and

WHEREAS some US Airways pilots who have been furloughed have accrued longevity for pay and vacation based on date of hire, and

WHEREAS some US Airways pilots, with hire dates junior to all US Airways pilots that have been furloughed, have been provided by US Airways management four (4) years longevity for pay, vacation and retirement purposes, and

WHEREAS a precedent has been set whereas ALPA and the company have both provided, in separate occurrences, longevity credit for pay, vacation and retirement purposes to some US Airways pilots, and

WHEREAS Delta Air Lines returning furloughed pilots have been credited full longevity based on Date of Hire for pay, retirement and vacation purposes, and

WHEREAS America West Airlines returning furlough pilots have been credited full longevity based on Date of Hire for pay, retirement and vacation purposes, and

WHEREAS the American Pilots Association is negotiating with their management to increase the longevity credit of their formerly furloughed pilots from 50% to 100% for pay, vacation, and retirement purposes, and

WHEREAS United Airlines ALPA is negotiating with their management to increase longevity credit of their formerly furloughed pilots from the current 33% to 100% for pay, vacation, and retirement purposes, and

WHEREAS some of our previously furloughed pilots have less than 10 years remaining before retirement and consequently will be substantially harmed without this furlough longevity credit,

THEREFORE BE IT RESOLVED the MEC recognizes the need to credit furlough pilots with full longevity for pay and vacation purposes, and

BE IT FURTHER RESOLVED that the US Airways MEC directs the Negotiating Committee to enter into negotiations with the Company and to address this issue in any future negotiations to secure full credit with respect to furlough longevity credit for pay and vacation purposes for all US Airways pilots on the pilots system seniority list.

Motion passes unanimously

AI 00-50 Policy on Flight Currency

Motion Davis/Milkey:

WHEREAS the MEC desires all ALPA MEC members, MEC officers, and MEC Committee members to be flight qualified, and

WHEREAS flying the line keeps all MEC members, MEC officers, and MEC Committee members in contact with the line pilots in their environment, and

THEREFORE BE IT RESOLVED that all MEC members, MEC officers, and MEC committee members take the necessary steps to promptly commence training to regain their flight qualification to become current and qualified, and

BE IT FURTHER RESOLVED that all active pilots on the MEC, including MEC officers, and MEC committees will maintain their flight currency while doing ALPA work, and

BE IT FURTHER RESOLVED that if any MEC member, MEC officer, or MEC committee member loses currency, then that member will notify the MEC Chairman and will also appear before the MEC at the next MEC meeting, and

BE IT FURTHER RESOLVED the MEC will review the MEC member, MEC officer, or MEC committee member's explanation and determine if it is appropriate to relieve him/her of ALPA duties until he/she regains currency, and

BE IT FURTHER RESOLVED the intent of this resolution is not to conflict with the ALPA Constitution and By-Laws, and

BE IT FINALLY RESOLVED that the above language will be put into the MEC Policy manual.

Chair rules Tosi out of order

Point of order Milkey: Is member speaking for or against resolution

Chair: Well taken

Chair rules Milkey comments out of order

Motion Starnes/Davis: Move to call the question; Roll call

Yes: Milkey 123, DiOrio proxy Milkey 81, Greenhall 475, Davis 782, Starnes 473

No: Tosi 631, McKee 909, Kelly 578, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

Totals: 1934 yes, 3004 no; Call the question fails

1450 Recess

1502 Reconvene

Motion McKee/Hocking: Move to recommit

Motion to recommit passes

Motion Kelly/Davis: Move to reinstate Donn Butkovic to the Negotiating Committee

Division DiOrio

Yes: Tosi, Greenhall, McKee, Kelly, Nolan proxy Amos, Amos, Walsh, Baier, Hocking, Stephan, Gillespie proxy Stephan

No: Milkey proxy DiOrio, DiOrio, Starnes

Abstain: Davis

Totals: 11 yes, 3 no; 1 abstain; motion passes

AI 00-117 LOA 44 Implementation

Motion Gillespie/Stephan:

WHEREAS the company continues to implement LOA 44, and WHEREAS the implementation of LOA 44 is being utilized to neutralize and reverse the positive effects of growth that were paid for by the US Airways pilots in the 1997 contract negotiations,

THEREFORE BE IT RESOLVED that the US Airways MEC strongly objects to the continued execution of LOA 44, and

BE IT FINALLY RESOLVED that the US Airways MEC directs the MEC Chairman to utilize all available means immediately to communicate to the pilots addressing our strong objection to the continued use of LOA 44 and educating the pilot group as to what must be complied with in the LOA.

Motion passes

Motion Walsh/Amos: Move to discharge subcommittee on AI 00-105

Motion passes

AI 00-105 Settlement of Pending Shuttle Grievances

Motion Walsh/Amos:

BE IT RESOLVED that upon settlement of grievances LGA 00-06-01 and LGA 00-06-02 in accordance with a negotiated settlement providing displacement rights for all former B-727 Shuttle pilots who were holding the B-727 position at LGA as of July, 20, 2000, such settlement shall be brought before the MEC for approval.

Substitute Davis/Kelly:

WHEREAS no displacement rights were negotiated for Shuttle B-727 pilots in Letter of Agreement (LOA) 75, and

WHEREAS in return for remaining on the B-727, those B-727 Shuttle pilots were permitted to participate in interim US Airways Mainline bids with associated pay benefits and reduced training freezes, and

WHEREAS the expectation of a sufficient number of vacancies occurring that would avoid displacements when the B-727s were all retired may not materialize on bid 00-05, and

WHEREAS the B-727 pilots became aware of the implications of no displacement rights in LOA 75 during the first week in April, and

WHEREAS the LGA LEC had filed grievances on displacement rights (LGA 00-06-02) and also the lack of an Operational Forecast (LGA 00-06-01) which was required under the Shuttle Contract, and

WHEREAS neither issue was brought before the MEC until June 21, 2000, and

WHEREAS bid 00-05 closes June 26, 2000, and

WHEREAS management offered a settlement contingent upon MEC approval that would give the Shuttle B-727 pilots system-wide displacement rights, and

WHEREAS after several hours of discussion on June 21 and June 22 the LGA LEC 135 reported that their B-727 pilots were unwilling to accept any compromise that had been discussed as a possible settlement that would give some displacement rights to the B-727 pilots, and

THEREFORE BE IT RESOLVED that the MEC will let these matters be handled as described in LOA 75, paragraph 17.

1605 Recess

1615 Reconvene

Point of order Baier: People are not paying attention to the speaker

Chair: Well taken, Chair asks body to pay attention

Chair rules Walsh comments out of order

Point of order Davis: Attorney was to monitor these discussions

Chair: Well taken; Chair asks attorney to monitor discussions

Chair rules Walsh statements out of order

Point of order Davis: Member speaking to intent

Chair: Not well taken

Point of order Greenhall: Chair has lost control of meeting

Chair: Not well taken

Davis/Greenhall: Challenge chair

Pollock assumes chair for challenge

Chair is upheld on voice vote

Roll call Davis

Yes: Tosi 631, Nolan proxy Amos 59, Amos 49, Walsh 36, Baier 223, Hocking 88, Stephan 309, Gillespie 122

No: Milkey 123, DiOrio 81, Greenhall 475, McKee 909, Davis 782, Starnes 473

Abstain: Kelly

Totals: 1517 yes, 2843 no; chair's ruling is overturned

Point of order Davis: Discussion not relevant to motion

Chair: Well taken

Amendment Baier/Hocking: Amend to read as follows:

WHEREAS in return for remaining on the B-727, those B-727 Shuttle pilots were permitted to participate in interim US Airways Mainline bids with associated pay benefits and reduced training freezes, and

WHEREAS the expectation of a sufficient number of vacancies occurring that would avoid displacements when the B-727s were all retired may not materialize on bid 00-05, and

WHEREAS the B-727 pilots became aware of the implications of no displacement rights in LOA 75 during the first week in April, and

WHEREAS the LGA LEC had filed grievances on displacement rights (LGA 00-06-02) and also the lack of an Operational Forecast (LGA 00-06-01) which was required under the Shuttle Contract, and

WHEREAS bid 00-05 closes June 26, 2000, and

WHEREAS management offered a settlement contingent upon MEC approval that would give the Shuttle B-727 pilots system-wide displacement rights, and

WHEREAS after several hours of discussion on June 21 and June 22 the LGA LEC 135 reported that their B-727 pilots were unable to accept either of the compromises that had been discussed as a possible settlement that would give some displacement rights to the B-727 pilots, and

THEREFORE BE IT RESOLVED that the MEC will let these matters be handled as described in LOA 75, paragraph 17.

Point of order Davis: Proposed editorial change re-introduces original resolution

Chair: Not well taken, editorial change was not accepted

1710 Recess

1712 Reconvene

Amendment to substitute passes

Division Davis

Yes: Tosi, Greenhall, McKee, Kelly, Nolan proxy Amos, Amos, Walsh, Baier, Hocking proxy Baier, Stephan, Gillespie proxy Stephan

No: Milkey, DiOrio, Davis, Starnes

Totals: 11 yes, 4 no; Amendment to substitute passes

Amendment DiOrio: amend to read:

WHEREAS in return for remaining on the B-727, those B-727 Shuttle pilots were permitted to participate in interim US Airways Mainline bids with associated pay benefits and reduced training freezes, and

WHEREAS the expectation of a sufficient number of vacancies occurring that would avoid displacements when the B-727s were all retired may not materialize on bid 00-05, and

WHEREAS the B-727 pilots became aware of the implications of no displacement rights in LOA 75 during the first week in April, and

WHEREAS the LGA LEC had filed grievances on displacement rights (LGA 00-06-02) and also the lack of an Operational Forecast (LGA 00-06-01) which was required under the Shuttle Contract, and

WHEREAS bid 00-05 closes June 26, 2000, and

WHEREAS management offered a settlement contingent upon MEC approval that would give the Shuttle B-727 pilots system-wide displacement rights, and

WHEREAS after several hours of discussion on June 21 and June 22 the LGA LEC 135 reported that their B-727 pilots were unable to accept either of the compromises that had been discussed as a possible settlement that would give some displacement rights to the B-727 pilots, and

THEREFORE BE IT RESOLVED the MEC approves displacement rights for B-727 pilots only within the LGA domiciles.

Amendment dies for lack of a second

Substitute as previously amended passes unanimously

AI 00-114 **Company Reimbursement to ALPA for SJ Discussions/Negotiations**

Motion Tosi/Greenhall:

WHEREAS this pilot group is currently under no obligation to engage in discussions/negotiations concerning Small Jets and changes to our Scope language, and

WHEREAS this pilot group has been burdened with the financial obligation for these SJ discussions/negotiations and given light of the current events taking place, this pilot group should be conserving its financial resources for a pending merger and Contract 2003 negotiations, and

WHEREAS the Company is trying to obtain relief from our Scope language, which the Company believes will give them a more competitive advantage, and the company will benefit from these SJ discussions/negotiations,

THEREFORE BE IT RESOLVED that the Company must bear all financial obligations to this pilot group for all future and past SJ discussions/negotiations and must be forthcoming with all non-proprietary information as to the intentions of the utilization and the markets which the Company intends to serve with the Small Jets.

Motion passes unanimously

AI 00-86 **Procedure for Transmitting Confidential Electronic Mail**

Motion McKee/Starnes:

WHEREAS certain MEC members have requested that they be provided with confidential documents by email,

THEREFORE BE IT RESOLVED that confidential email shall be transmitted to any member of the MEC that requests such material, and

BE IT FURTHER RESOLVED that all confidential material sent via email will be password protected, and

BE IT FINALLY RESOLVED that password will be distributed to the MEC.

Motion passes

AI 00-98 **Approve Ray Belz & Strat Gallas to Permanent Bid Closing Committee**

Motion Walsh/Davis:

BE IT RESOLVED that the US Airways MEC approve Ray Belz and Strat Gallas as members of the Permanent Bid Closing Committee.

Motion passes unanimously

AI 00-94 **Approve the Appointment of Dan Scola (CLT) to the Over 85 Hour Committee (1% Flying Workgroup)**

Motion McKee/Stephan:



BE IT RESOLVED that the US Airways MEC approve the appointment of Dan Scola on the 1% Working Group/Over 85 Hour Committee.

Motion passes unanimously

AI 00-64 Chairman's Report

Motion Milkey/DiOrio:

BE IT RESOLVED that the Chairman's report is received.

Motion passes

AI 00-66 Secretary/Treasurer's Report

Motion Milkey/DiOrio:

BE IT RESOLVED the report is received

Motion passes

AI 00-68 BOD Steering Committee Report

Motion Milkey/McKee:

BE IT RESOLVED that the BOD Steering Committee report is received.

Motion passes

AI 00-70 Grievance Committee Report

Milkey/DiOrio:

BE IT RESOLVED that the Grievance Committee report is received.

Motion passes

Without objection chair discharges subcommittee on AI 00-104 Scheduling Committee report

AI 00-104 Scheduling Committee Report

Motion Milkey/DiOrio:

BE IT RESOLVED the Central Scheduling/Line Building Report is received

Motion passes

Motion Stephan/DiOrio: Move to adjourn with all unfinished business to be on the agenda at the next MEC meeting

Motion passes

1808 Meeting is adjourned