



Second Quarter MEC Meeting

Monday, June 7, 1999 - Friday, June 11, 1999

Wyndham Franklin Plaza Hotel, Philadelphia, PA

Day One, Monday, June 7, 1999

1030 MEC Chairman Chris Beebe calls meeting to order

Vice Chairman Craig Skinner, Secretary/Treasurer Philip Osterhus present

Roll Call: All MEC members present except Gaudioso proxy Newman

Council 32	Jay Milkey	Paul DiOrio
Council 41	Pete Gauthier	Mike Tosi
Council 90	Drew Riolo proxy Newman	Lyle Newman
Council 94	John Davis	Frank Starnes
Council 138	Chip Mayer	Don Baier
Council 148	Jack Stephan	Kevin Gillespie

Also present: David Morrow ALPA EVP, John Feldvary ALPA VP Finance, Negotiating Committee, Communications Committee, Jim Johnson parliamentarian, Jeannie Redd, Bobbie Harris, numerous other pilots and committee members during meeting

AI 99-80 MEC Chairman's Report – Chris Beebe

Point of order Milkey: Will you take questions now?

Chair: Yes

AI 99-81 Vice Chairman's Report - Craig Skinner

AI 99-82 Secretary/Treasurer's Report – Philip Osterhus

Chair states a portion of Secretary/Treasurer's report is confidential

Point of order Gauthier: Parliamentary ruling is not subject to challenge

Chair: Well taken

1142 Recess

1157 Reconvene

Riolo arrives

Davis/Starnes challenge chair on confidentiality of portion of Secretary/Treasurer's oral report

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

No: Milkey, DiOrio, Davis, Starnes

Totals: 8 yes, 4 no; Chair's ruling is upheld

Motion DiOrio/Davis:

WHEREAS the Company has selectively cancelled pilots' trips from their lines during June 1999 as a result of the Company's lack of planning for adequate pilot staffing, and

WHEREAS the Company has violated Contract Section 24(J)4 by denying Lineholders the right to split a trip in base except on their last trip to maximize their time, and

WHEREAS the Company has violated Section 12(K) LOA 48 by paying Mainline and MetroJet pilots 2:30/2:45 instead of 5:00/5:30 minimum pay for split trips created by the Company and not the pilot, and

WHEREAS meetings between ALPA and management as of Friday June 4 provided no solutions, and

WHEREAS Mr. Rakesh Gangwal and Mr. Bruce Ashby have been invited to explain the trip cancellation and the current status at US Airways, and

WHEREAS the MEC wishes to send a collective message of strong objection on behalf all pilots who are being disadvantaged by management's arbitrary and unacceptable actions,

THEREFORE BE IT RESOLVED that the MEC directs the MEC Chairman to advise Mr. Gangwal and Mr. Ashby to postpone their meeting with the MEC, and

BE IT FURTHER RESOLVED that the MEC directs the MEC Chairman and MEC Vice Chairman to meet with Mr. Gangwal and Mr. Ashby to express the MEC's strong objections to the above actions, and

BE IT FURTHER RESOLVED that the MEC Chairman will report to the MEC any explanations or solutions management may offer for the actions they have taken.

Point of order Newman: Is this a late agenda item?

Chair: Well taken, assigned AI 99-122 Scheduling Issues/Negotiating Report

Point of order Milkey: Speaker must speak for or against a resolution

Chair: Well taken

1221 Recess for lunch

1256 Reconvene

Substitute Motion Gauthier/Tosi:

WHEREAS the Company has selectively cancelled pilots' trips from their lines during June 1999 as a result of the Company's lack of planning for adequate pilot staffing, and

WHEREAS the Company has violated Contract Section 24(J)4 by denying Lineholders the right to split a trip in base except on their last trip to maximize their time, and

WHEREAS the Company has violated Section 12(K) LOA 48 by paying Mainline and MetroJet pilots 2:30/2:45 instead of 5:00/5:30 minimum pay for split trips created by the Company and not the pilot, and

WHEREAS meetings between ALPA and management as of Friday June 4 provided no solutions, and

WHEREAS Mr. Rakesh Gangwal and Mr. Bruce Ashby have been invited to explain the trip cancellation and the current status at US Airways, and

WHEREAS the MEC wishes to send a collective message of strong objection on behalf all pilots who are being disadvantaged by management's arbitrary and unacceptable actions,

THEREFORE BE IT RESOLVED that the MEC directs the MEC Chairman to advise Mr. Gangwal and Mr. Ashby of the MEC's objection to these company interpretations, and

BE IT FURTHER RESOLVED the MEC Chairman will ask Mr. Gangwal to be prepared to address these issues with the MEC

Substitute withdrawn

1310 Motion Mayer/Starnes: Move to close meeting

Motion passes; Meeting closed

1400 Recess

1530 Reconvene; Chair states body is out of closed session

Motion DiOrio/Mayer: Move to postpone this issue until 1730

Motion passes

Airbus presentation on A330

Airbus Sales Director Dick van Balen, A-330 Tech Support Rep Simon Pickup

1630 Airbus Industrie North America President Jack Schofield presents ALPA President Duane Woerth with a model of A330

ALPA President Duane Woerth remarks to MEC

1710 Recess

1805 Reconvene

Chair, without objection extends session to 1900

Point of order Baier: Must meeting be closed to hear substitute resolution?

Chair: No

Motion Baier/Mayer: Move to close meeting

Motion fails

Substitute Motion Gillespie/Stephan:

WHEREAS the Company has misinterpreted Contract Section 25(J)4 by denying Lineholders the right to split a trip in base except on their last trip to maximize their time, and

WHEREAS the Company has misinterpreted Section 12(K) and LOA 48 by paying Mainline and MetroJet pilots 2:30/2:45 instead of 5:00/5:30 minimum pay for split trips created by the Company and not the pilot, and

WHEREAS the company has misinterpreted the definition of overprojection for Metrojet Lineholders, and,

WHEREAS Mr. Rakesh Gangwal and Mr. Bruce Ashby were invited to address the MEC on June 8th,

THEREFORE BE IT RESOLVED that the MEC directs the MEC Chairman to communicate with Mr. Gangwal and Mr. Ashby to express the MEC's strong objections to the above misinterpretations, and deliver a letter describing same, and

BE IT FURTHER RESOLVED that the MEC wishes to immediately resolve these scheduling problems before any further company issues are addressed, and

BE IT FINALLY RESOLVED that the MEC directs the MEC Chairman to communicate with Mr. Gangwal and request that Mr. Gangwal meet with the Negotiating Committee on June 8th to solve these problems.

Point of order Milkey: Is there a speakers' list?

Chair: Yes

Chair rules Tosi comments out of order

1900 Chair, without objection, rules that body will continue to 2000 hours

Discussion continues

Point of order Milkey: Who has the floor?

Chair: Well taken, DiOrio has floor

1920 Recess

2001 Reconvene

Point of order Davis: Is it okay for a member of the body to refer to the body's action as "lunacy"

Chair: It is not indecorous

Substitute motion passes unanimously

Without objection chair states body will start Tuesday at 0830

2025 Recess

Day Two, Tuesday, June 8, 1999

0835 Beebe calls meeting to order

Skinner, Osterhus present

Roll call: All present except DiOrio proxy Milkey

Chair reports delivery of letter to Gangwal per AI 99-122 resolution

AI 99-117 Passenger Count Task Force - Kevin Gillespie

Osterhus ruled out of order for violating phone decorum

0840 DiOrio arrives

Point of order Gauthier: Orders of the day

Chair: Well taken

1000 Pilots in good standing to address MEC - Doug Mowery on Pax count issue

Code-Sharing Partners – deferred to tomorrow

1007 Recess

1025 Reconvene

AI 99-84 Consent Agenda

Body asks removal of AI 99- 86, 88, 89



Motion Baier/Newman: Move to accept the consent agenda

Motion passes

Without objection AI 95-95 and 95-115 are accepted as Late Agenda items

1050 - **AI 99-83** Executive Vice President Report – David Morrow

1100 President & CEO Rakesh Gangwal remarks

1145 Recess

1200 Reconvene

Senior VP Corporate Development - Bruce Ashby – slide presentation

1245 Recess

1310 Reconvene

AI 98-101 Accident Investigation Committee Report – Dan Sicchio

AI 99-95 Central Air Safety Committee Report – John Cox, Terry McVenes

AI 99-115 Flight Security Committee Report - Doug Rice

AI 99-98 Grievance Committee Report - Doug Mowery
Kye Johanning Industry Update

1515 Recess

1530 Reconvene

AI 99-93 Training Committee - Tim Baker

1615 Recess

1625 Reconvene

AI 99-122 Negotiating/Scheduling Issues

1815 Chair rules body will continue until 1830

1825 Recess

Day Three, Wednesday, June 9, 1999

0945 Beebe calls meeting to order

Skinner, Osterhus present

Roll Call: All members present except Riolo proxy Newman

Without objection chair changes order of business to hear Merger Committee

AI 99-87 Merger Committee Report

Without objection meeting is closed

1240 meeting is opened

1245 Recess

1315 Reconvene; Chair states everything discussed in losed session is now open

Stock Option Allocation, Internal Market Presentation, Gerry McGuckin, John Bailey, Tamir Rosenblum

1410 Recess

1430 Reconvene

AI 99-94 Joint Negotiating Committee - Gerry McGuckin, Kim Snider

Point of order Gauthier: Speaker's remarks are insulting

Chair: Point not well taken

1545 Recess

1600 Reconvene

AI 99-119 RJ Task Force Report - Kelly Ison, Philip Osterhus, David Morrow, Kye Johanning

1740 **AI 99-122** Scheduling/Negotiating update

1830 Recess to subcommittee until 1000 Thursday

Day Four, Thursday, June 10, 1999

0830 Subcommittee

1145 Beebe reconvenes meeting

Skinner, Osterhus present

Roll Call: All MEC members present

AI 99-120 Bid Closing Committee Report - John Phaneuf

Subcommittee Two Chair Milkey

AI 99-110 Withdrawn

AI 99-80 MEC Chairman Report

Motion Milkey/Gauthier:

BE IT RESOLVED the report from the MEC Chairman is received

Motion passes unanimously

AI 99-82 MEC Secretary/Treasurer Report

Motion Milkey/Newman:

BE IT RESOLVED the report from the Secretary/Treasurer is received

Motion passes

AI 99-94 Joint Negotiating Committee Report

Motion Milkey/Newman:

BE IT RESOLVED the report from the Joint Negotiating Committee is received

Motion passes

1230 Recess for lunch

1340 Reconvene

AI 99-96 Violations Committee Report

Motion Milkey/Gauthier:

BE IT RESOLVED the Violations Committee Report is received

Motion passes

AI 99-98 Grievance Committee Report

Milkey/DiOrio:

BE IT RESOLVED the Grievance Committee report is received

Motion passes

AI 99-98a Withdraw Grievances

Motion Milkey/Starnes:

WHEREAS there has been a backlog of grievances, and

WHEREAS the MEC Grievance Committee Chairman has compiled a list of outdated grievances,

THEREFORE BE IT RESOLVED that the MEC Grievance Chairman recommends the following outstanding grievances be withdrawn without prejudice:

MEC 94-10-1	On Duty Report for RON's
MEC 94-03-5	Check Airman
MEC 96-06-6	Pay Inversion
MEC 96-06-7	Out of Seniority Pay
MEC 97-02-7	LOA # 9
MEC 97-02-8	Lump Sum
MEC 98-05-2	Vacation Fly Back
MEC 98-12-2	26 (M)

BE IT FURTHER RESOLVED that a brief written archive summary will be provided to the MEC,

BE IT FINALLY RESOLVED that the US Airways MEC reserves the right to re-file the grievances as necessary at a later date.

Motion passes; Chair directs Grievance Chair to file Trip Cancellation grievance

AI 99-106 Recognition of Chuck Foust

Motion Davis/Starnes:

WHEREAS Mr. Chuck Foust recently retired as the Director of Operations Engineering at US Airways, and

WHEREAS Chuck was known to many US Airways pilots for his helpful and knowledgeable service, and

THEREFORE BE IT RESOLVED that the US Airways MEC thanks Mr. Chuck Foust for his many years of dedicated service to all US Airways pilots and wishes him a happy and healthy retirement.

Motion passes

AI 99-116 Disposition of SMRA Balance

Motion Milkey/Davis:

WHEREAS the MEC is currently engaged in numerous contractual discussions, and

THEREFORE BE IT RESOLVED that the US Airways MEC recommends that the MEC will retain the 1997 and 1998 SMRA balances.

Motion passes unanimously

AI 99-102 ASR Program

Motion Milkey/Starnes:

WHEREAS US Airways instituted a Safety Partnership Program in 1992 and AMR implemented an Aviation Safety Action Program in 1994 (ASAP), and

WHEREAS the FAA is now prepared to approve ASAP MOUs similar to the AMR MOU beginning around August 1999, and

WHEREAS the ALPA E&AS Department will be providing a copy of the AMR MOU to all MECs as well as a draft ASAP MOU,

THEREFORE BE IT RESOLVED that the US Airways Violations and Enforcement Committee secure a copy of the AMR MOU and the US Airways MEC directs the Violations and Enforcement Committee to review the US Airways Partnership Agreement with the FAA to ensure that the US Airways program provides the latest protections, and

BE IT FINALLY RESOLVED that a report on the completed review be provided to the US Airways MEC at its next regular meeting following completion of the review.

Motion passes unanimously

AI 99-104 Closed Contract Sections

Motion Starnes/Davis:

WHEREAS Letter #59 allows for at some later date, a good faith review of the Contract language and side letters to which we have agreed, and

WHEREAS the purpose of this review will be to assure ourselves, when greater time and opportunity exist, that the written agreement comports with our negotiating intent, and

WHEREAS it is not our intent to seek to change any agreement reached, simply to clarify any language, which may incorrectly state our agreement, and

WHEREAS the Contract has been signed in excess of 18 months,

THEREFORE BE IT RESOLVED that the US Airways MEC considers the Contract closed with the exception of Sections 10 and 25, and

BE IT FINALLY RESOLVED that no further discussions will take place on closed Contract sections without specific direction to the Negotiating Committee from the US Airways MEC.

Motion Baier/Gauthier: Move to recommit

Motion passes

Subcommittee One Chair DiOrio

AI 99-81 Vice Chairman's Report

Motion DiOrio/Davis:

BE IT RESOLVED the Vice Chairman's report is received

Motion passes

AI 99-81a Options Grant

Motion DiOrio/Gillespie:

WHEREAS the MEC has received the attached Update on Administrative Issues Related to Second Grant of Options (the "Update") from the Vice-Chairman regarding his and other MEC representatives' ongoing discussions with management to ensure that the Second Grant of options under the 1998 Pilot Stock Option Plan is allocated in accordance with the Allocation Principles adopted by the MEC, and

WHEREAS, as described in the Update, management has sought guidance concerning the proper application of the Allocation Principles with respect to certain issues related to the calculation of the options allocable to MetroJet pilots, and

WHEREAS the MEC has had an opportunity to meet and discuss the issues raised in the Update, including the preliminary responses provided by the Vice-Chairman to management's requests for guidance,

THEREFORE BE IT RESOLVED that the MEC authorizes the Vice Chairman to inform management to proceed with administration of the Second Grant of Options in a manner consistent with the recommendations described in the Update.

Motion passes

AI 99-83 EVP Report

Motion DiOrio/Newman:

BE IT RESOLVED that the report of the EVP is received

Motion passes

AI 99-95 CASC Report

Motion DiOrio/Tosi:

BE IT RESOLVED that the Central Air Safety Committee Report is received

Motion passes

AI 99-99 Communications Committee Report

Motion DiOrio/Gillespie:

BE IT RESOLVED the Communications Committee report is received

Motion passes

AI 99-101 Accident Investigation Subcommittee

Motion DiOrio/Milkey:

BE IT RESOLVED that the Accident Investigation report is received

Motion passes

AI 99-107 Policy Manual

Motion DiOrio/Gillespie:

BE IT RESOLVED the MEC approves the US Airways MEC Policy Manual revisions/additions recommended by the Policy Manual Review Panel.

Motion passes

1550 recessed to subcommittee

Day Five, Friday, June 11, 1999

1120 Beebe reconvenes plenary session

Osterhus present, Skinner with Negotiating/Scheduling group

Roll Call: All MEC members present except Stephan proxy Gillespie, Mayer proxy Gauthier, Tosi proxy Gauthier

AI 99-88 Scheduling Committee Report

Motion Milkey/Davis:

BE IT RESOLVED the Scheduling Committee Report is received

Motion passes unanimously

AI 99-104 Closed Contract Sections

Motion Starnes/Davis:

WHEREAS Letter of Agreement #59 allows for at some later date, a good faith review of the contract language and side letters to which we have agreed, and

WHEREAS the purpose of this review will be to assure ourselves, when greater time an opportunity exist, that the written agreement comports with our negotiating intent, and

WHEREAS it is not our intent to seek to change any agreement reached, simply to clarify any language, which may incorrectly state our agreement, and

WHEREAS it is the desire of the MEC to be fully informed of any clarifying discussions;

THEREFOE BE IT RESOLVED that the Negotiating Committee will inform the MEC prior to beginning clarifying discussions, the nature of the clarification as well as the intended result of the clarification.

Motion passes unanimously

1125 Tosi returns

AI 99-112 Recording of MEC Meetings

Motion Starnes/Davis:

WHEREAS the US Airways MEC may benefit from a more accurate system of record keeping on the minutes of MEC meetings,

THEREFORE BE IT RESOLVED that the US Airways MEC directs that Frank Starnes and Steve Smyser, or their designees, investigate recording systems in use at other carrier(s), and report their findings to the US Airways MEC no later than the third Quarter MEC meeting.

BE IT FURTHER RESOLVED that a demonstration may be accomplished at the Third Quarter MEC meeting.

Amendment Gillespie/Gauthier: Insert after "carrier(s)": "including the use of digital video recording equipment"

Amendment passes

Main motion, as amended, now reads:

WHEREAS the US Airways MEC may benefit from a more accurate system of record keeping on the minutes of MEC meetings,

THEREFORE BE IT RESOLVED that the US Airways MEC directs that Frank Starnes and Steve Smyser, or their esignees, investigate recording systems in use at other carrier(s), including the use of digital video recording equipment, and report their findings to the US Airways MEC no later than the third Quarter MEC meeting.

BE IT FURTHER RESOLVED that a demonstration may be accomplished at the Third Quarter MEC meeting.

Motion passes

AI 99-115 Flight Security Committee Report

Motion Milkey/DiOrio:

BE IT RESOLVED that the Flight Security Committee report is received

Motion passes

AI 99-115a Flight Security Committee Members Approved

Motion Davis/Milkey:

BE IT RESOLVED that Steve Avery, David Black, Chuck Beattie, and Kerry Kearns are approved as members of the Flight Security Committee

Motion passes

AI 99-118 ALPA PAC

Motion Milkey/Davis:

WHEREAS ALPA-PAC fulfills a critical need to support our friends on Capital Hill, and

WHEREAS the success of ALPA's legislative objectives is necessary to insure the well being of our membership, and

WHEREAS MEC members should set an example for our membership by active support and participation in ALPA-PAC,

THEREFORE BE IT RESOLVED that all members of the US Airways MEC are encouraged to support ALPA-PAC, and

BE IT FURTHER RESOLVED that all members of the US Airways MEC encourage their members to become active participants in the ALPA-PAC program.



Motion passes unanimously

AI 99-119 Regional Jet Task Force

Motion Milkey/Newman:

BE IT RESOLVED the report of the Regional Jet Task Force is received

Motion passes

AI 99-120 Bid Closing Committee Report

Motion Milkey/Davis:

BE IT RESOLVED the report is received

Motion passes

AI 99-121 MEC Support of Pilots' Voluntary Fund

Motion Milkey/Gillespie:

WHEREAS the Pilots' Voluntary Fund fulfills a critical need to support our fellow pilots in times of need, and

WHEREAS helping a pilot and his family in such a situation is a most worthy cause,

THEREFORE BE IT RESOLVED that all members of the US Airways MEC are encouraged to support the Pilots' Voluntary Fund, and

BE IT FURTHER RESOLVED that all members of the US Airways MEC encourage their members to become active participants in the Pilots' Voluntary Fund.

Motion passes unanimously

Without objection body accepts late agenda item 99-124

AI 99-124 Training Committee Member

Motion Gillespie/Milkey:

WHEREAS Joe Kukral, ALPA number 87924-7, has volunteered to serve on the MEC Training Committee as the BWI Representative,

THEREFORE BE IT RESOLVED that Joe Kukral be appointed to the MEC Training Committee as a BWI Training Committee Representative.

Motion passes

1230 Lunch

1245 Reconvene

AI 99-108 Lift Veil of Confidentiality

Motion Starnes/Davis:

WHEREAS the Opening Position on Section 10 is over 15 months old,

THEREFORE BE IT RESOLVED that the veil of confidentiality is lifted from the Opening Position on Section 10 and all other proposals which were exchanged with the company.

1250 Recess

1255 Reconvene

Baier/Davis: Move to call the question

Call the question passes

Point of order Baier: Question has been called, a vote is in order

Chair: Well taken

Main motion passes

Subcommittee Two chair DiOrio

AI 99-86 Aeromedical/HIMS Report

Motion DiOrio/Baier:

BE IT RESOLVED that the Aeromedical/HIMS report is received.

Motion passes

AI 99-89 Jumpseat Committee Report

Motion DiOrio/Newman:

BE IT RESOLVED the Jumpseat Committee report is received

Motion passes

AI 99-103 Application for membership

Motion DiOrio/Davis:

BE IT RESOLVED that reinstatement fees will be waived for the following pilots and they are approved for membership in ALPA if their financial obligations are met:

David DeAngelo

James Drakage

John Chambers

Larry Rhodes

Motion passes

AI 99-113 Continued Leave of Absence

Motion Starnes/Baier:

WHEREAS Colin Kuster employee # 39242 and Steven Clark employee # 40047 have been furloughed since August 97, and 1992, respectively, and

WHEREAS the Company has reaffirmed their leave status, and

WHEREAS the Company has allowed Colin and Clark to remain in leave status until August 2002 and December 31, 2001, respectively,

THEREFORE BE IT RESOLVED that the US Airways MEC approves these pilots' continued accrual of Seniority until their return from their current obligation.

Motion passes

AI 99-114 Removal of Underfly, Training, and Flight Pay Loss from Parity Review

Motion DiOrio/Milkey:

WHEREAS the Section 24(B)2b definition of the Pay To Block Hour (PTBH) Ratio will create a penalty for any action that increases the Pay Hours more than the corresponding Block Hours, and

WHEREAS completing a flight or trip in fewer hours than it was scheduled will increase the Pay Hours over the Block Hours by the amount of the underfly, and underfly may also be a factor in the Company's on-time performance and marketing of that performance, and

WHEREAS the higher amount of training due to the Company's decision to rationalize the fleet with the Airbus purchase will create a high number of Pay Hours for which there are no corresponding Block Hours, and

WHEREAS the Company has agreed to remove the effects of Section 10 from the Parity Review, and

WHEREAS the Company enjoys the benefit of many ALPA activities for which ALPA or the Company pays Flight Pay Loss to achieve such as scheduling, block building, bid closing, safety, FOQA analysis, crew accommodations, and training activities,

THEREFORE BE IT RESOLVED that the Negotiating Committee will meet with the Company to have underfly, training activities, and

all ALPA Flight Pay Loss regardless of whether paid by the Company or ALPA removed from the parity review process, and BE IT FURTHER RESOLVED that the MEC will be provided no less than twice a year with an analysis by ALPA's Economic and Financial Analysis Department on the contributions of each of the three items to the PTBH Ratio.

Motion passes unanimously

AI 99-117 Report of Departure Procedures Task Force

Motion Gillespie/Newman:

WHEREAS the Departure Procedures Task Force has prepared a report and delivered the report to the MEC, and

WHEREAS the report concluded that certain provisions of resolution AI 97-132 are not supported by the committee's research, and

WHEREAS the MEC recognizes that pushback with a known variance may be a potential security issue, and

WHEREAS FAR 91.3 place the Captain as the final authority to the safe operation of the aircraft.

THEREFORE BE IT RESOLVED that resolution AI 97-132 is hereby rescinded, and

BE IT FURTHER RESOLVED that the MEC directs the MEC Chairman to bring to the President of ALPA the differing positions throughout the industry and the concerns raised regarding potential security issues for domestic flight operations.

BE IT FURTHER RESOLVED that the following actions, stated as conclusions to the Departure Procedures Task Force report, be undertaken by the Task Force:

1. Work with US Airways to establish a procedure to notify the company of any passenger variance via ACARS.
2. Obtain verification that US Airways' passenger profiling system is performing at an optimum level.
3. Co-author a letter with the Flight Operations Department with the intent of addressing and clarifying procedures to be followed regarding FAR 121.693(e) and the passenger count variance issue.

Upon the completion of the above actions, the Departure Procedures Task Force shall report back to the MEC through the preparation of a final report.

Motion Davis/Starnes: Move to postpone until Third Quarter

1350 Recess

1405 Reconvene

Division on motion to postpone

Yes: Milkey, DiOrio, Davis, Starnes

No: Gauthier, Tosi, Riolo, Newman, Mayer proxy Gauthier, Baier, Stephan proxy Gillespie, Gillespie

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

Back on main motion

Motion Baier/Tosi: Move to call the question

Point of order Davis: Chair recognized me, then said it was a mistake, then body used the knowledge of what I said to call the question

Chair: Point not well taken

Davis calls for division of the house on call the question

Yes: Gauthier, Tosi, Riolo, Newman, Mayer proxy Gauthier, Baier, Stephan proxy Gillespie, Gillespie

No: Milkey, DiOrio, Davis, Starnes

Totals: 8 yes, 4 no; Call the question passes

Davis calls roll call on call the question

Yes: Gauthier 487, Tosi 454, Riolo 627, Newman 519, Mayer proxy Gauthier 134, Baier 109, Stephan proxy Gillespie 331, Gillespie 249

No: Milkey 103, DiOrio 84, Davis 898, Starnes 671

Totals: 2910 yes, 1756 no, motion to call the question fails (requires 2/3)

Substitute motion Davis/Starnes:

WHEREAS the Departure Procedures Task Force has prepared and delivered a report to the MEC, and

WHEREAS portions of that report on the passenger manifest differ from conclusions drawn by both the MEC Flight Security and ALPA National Flight Security Committees, and

WHEREAS there is some evidence that the accuracy passenger counts may be improving,

WHEREAS the Company continues to emphasize on-time departures and early door closings to facilitate on-time arrivals including a new "10-5" policy to be implemented June 15 where the flight will close 10 minutes before and the door will close 5 minutes before scheduled departure, and

WHEREAS more evidence is needed that US Airways' passenger profiling system is performing at optimum levels and the passenger count accuracy is improving, and

WHEREAS ALPA National needs to make a more coordinated effort to standardize the passenger count issue among all airlines, and

WHEREAS the MEC directed involvement by the MEC Flight Security Committee in the solution of the passenger count issue which to date the Company has not included,

THEREFORE BE IT RESOLVED that the MEC reaffirms its support of Resolution 97-132 and the importance of a correct passenger count and manifest prior to takeoff, and

BE IT FURTHER RESOLVED that the MEC recommends all passenger count variances be resolved upon discovery by the pilots although the MEC recognizes that this may occur after door closing, pushback, or taxi, but in any case no later than takeoff, and

BE IT FURTHER RESOLVED that the MEC Flight Security Committee will be involved with the passenger count issue as directed by MEC Resolution 99-69, and

BE IT FURTHER RESOLVED that the Flight Security Committee and Departure Procedures Task Force will work to verify that US Airways' passenger profiling system is performing at an optimum level and that the passenger count problem is being solved, and

BE IT FURTHER RESOLVED that the MEC Chairman will request from the National Flight Security Committee, through the Association President, to:

1. Create an ALPA policy statement on passenger manifests, counts, and variances.
2. To contact the FAA to establish standards and policies in these matters.
3. To take the necessary steps to standardize those policies throughout the industry.

BE IT FINALLY RESOLVED that the ALPA member of the Departure Procedures Task Force and the MEC Flight Security

Committee will make written reports to the MEC no less than quarterly on the progress of these issues.

Point of order Gauthier: Speaker is not speaking to resolution

Chair: Point well taken

Davis calls division of the house on substitute

Yes: *Milkey, DiOrio, Davis, Starnes*

No: *Gauthier, Tosi, Riolo, Newman, Mayer proxy Gauthier, Baier, Stephan proxy Gillespie, Gillespie*

Totals: *4 yes, 8 no; Substitute motion fails*

Amendment Gillespie/Gauthier: Amend motion to add:

BE IT FURTHER RESOLVED that the MEC recommends all passenger count variances be resolved upon discovery by the pilots although the MEC recognizes that this may occur after door closing, pushback, or taxi, but in any case no later than takeoff, and

Amendment passes

Vote on main motion as amended (requires 2/3)

Davis calls for roll call

Yes: *DiOrio 84, Gauthier 487, Tosi 454, Riolo 627, Newman proxy Riolo 519, Mayer proxy Gauthier 134, Baier 109, Stephan proxy Gillespie 331, Gillespie 249*

No: *Milkey 103, Davis 898, Starnes 671*

Totals: *2994 yes, 1672 no; Motion to rescind fails (requires 2/3)*

Motion Gauthier/Gillespie:

WHEREAS the Departure Procedures Task Force has prepared a report and delivered the report to the MEC, and

WHEREAS the report concluded that certain provisions of resolution AI 97-132 are not supported by the committee's research, and

WHEREAS the MEC recognizes that pushback with a known variance may be a potential security issue, and

WHEREAS FAR 91.3 places the Captain as the final authority to the safe operation of the aircraft,

THEREFORE BE IT RESOLVED that the MEC recommends all passenger count variances be resolved upon discovery by the pilots although the MEC recognizes that this may occur after door closing, pushback, or taxi, but in any case no later than takeoff, and

BE IT FURTHER RESOLVED that the MEC directs the MEC Chairman to bring to the President of ALPA the differing positions throughout the industry and the concerns raised regarding potential security issues for domestic flight operations.

BE IT FURTHER RESOLVED that the following actions, stated as conclusions to the Departure Procedures Task Force report, be undertaken by the Task Force:

1. Work with US Airways to establish a procedure to notify the company of any passenger variance via ACARS.
2. Obtain verification that US Airways' passenger profiling system is performing at an optimum level.
3. Co-author a letter with the Flight Operations Department with the intent of addressing and clarifying procedures to be followed regarding FAR 121.693(e) and the passenger count variance issue.

Upon the completion of the above actions, the Departure Procedures Task Force shall report back to the MEC through the preparation of a final report.

Motion passes unanimously

AI 99-109 Alleged Agreement on Time for Lump Sum Distribution

Motion Davis/Starnes:

WHEREAS an agreement has been alleged on a 45-day delay past the benefit commencement date on distribution of Lump Sum benefits and the payment of interest if the distribution went beyond 45 days, and

WHEREAS this agreement is alleged by Company personnel to have been made between the Company and members of the R&I Committee in the early 1990s, and

WHEREAS such agreements are specifically prohibited from being made by MEC Committee members under Article VI, Section 1C of the US Airways *MEC Policy Manual* and the ALPA Constitution and By-Laws Article XVIII, and

WHEREAS no documentation has ever been provided that the MEC approved such agreements, and

WHEREAS during the Stephens hearing on 9/21/98 by the Retirement Board with the Impartial Referee Lawrence Holden, Jr., neither pilot member of the Board asked any questions of Company witnesses to challenge the accuracy of what those witnesses were testifying to versus what existed or did not exist in writing or what would have been a R&I Committee member's right to agree to, and WHEREAS both pilot members of the Retirement Board had been sent numerous correspondence, some of which were part of the hearing exhibits, that challenged the existence of the agreements alleged by Company witnesses,

THEREFORE BE IT RESOLVED that the MEC will review these benefit distribution delay and interest payment issues and provide written answers to the following questions:

1. Does the MEC believe agreements existed between itself and the Company that permitted a 45-day delay on disbursement of Lump Sum benefits and the payment of interest if the distribution went beyond 45 days?
2. If Yes, did the MEC make those agreements?
3. If Yes, is there any written documentation of those agreements?
4. If Yes, but there is no documentation of any agreement, what is the effect of the absence of documentation on any agreement the MEC might feel it has on these two issues?
5. If any past or present member of the R&I Committee says he made such an agreement, what is the effect of such a statement in light of the *MEC Policy Manual*, the ALPA Constitution and By-Laws, or the Contract in general, or specifically as follows?
 - (a) *Policy Manual* Article VI – Committees Of The MEC: Section 1A through Section 1H?
 - (b) *Policy Manual*, Article VI Section 2 – Standing Committees: R&I Committee?
 - (c) ALPA Constitution and By-Laws Article XVIII?
 - (d) Contract Section 26(M)?
 - (e) Contract LOA 9?
6. If the MEC feels it does not have an agreement, what is the status of the 45-day delay and interest issues, and the accountability of the R&I Committee members who have acted as if some agreement was reached in the 1990s?
7. If the MEC does not have an agreement, what actions should it take at this point?



8. What is the effect of a pilot member of the Retirement Board raising no questions to witnesses about the validity of an alleged 45-day agreement and payment of interest when there were numerous LEC 94 letters, an MEC resolution, an MEC grievance, and the Stephens hearing itself that challenged such agreements on the 45-day delay or payment of interest?

9. What is the effect of a pilot member of the Retirement Board saying he recalls only that some type of reasonable interest was to be paid although the exact rate was never agreed to?

10. Does ALPA National agree with the MEC's position?

Motion fails; Davis calls for division of the house

Yes: Milkey, Davis, Starnes

No: DiOrio, Gauthier, Tosi, Riolo, Newman, Mayer proxy
Gauthier, Baier, Stephan proxy Gillespie, Gillespie

Totals: 3 yes, 9 no; Motion fails

1515 Mayer returns

AI 99-90 R&I Committee Report - David Vance, Steve Hodgkin, Liz Koby, Ed Hill, Karen Browne

AI 99-97 Route Committee

Without objection Route Committee Report is received

AI 99-122 Negotiating/Scheduling Issues

Negotiating Committee returns with letter from management resolving recent issues

1700 Recess

1715 Reconvene

AI 99-128 July 1999 Flex Month

Motion Mayer/Gillespie:

WHEREAS US Airways failed to designate July, 1999 as a flex month pursuant to Letter of Agreement #44 by administrative error, and

WHEREAS US Airways will have to cancel trips in July because of this error, and

WHEREAS US Airways wishes to designate July, 1999 as a "voluntary" flex month for those pilots who are willing to flex up,

THEREFORE BE IT RESOLVED that, in accordance with the procedures stated in Letter of Agreement #44, the MEC authorizes that the company may designate July, 1999 as a "voluntary" flex month.

Motion passes unanimously

Tosi ruled out of order for violating phone decorum

Motion Gauthier/Baier:

BE IT RESOLVED the MEC approves the June 11, 1999 letter from Negotiating Committee Chairman Donn Butkovic and Grievance Committee Chairman Doug Mowery to VP Corporate Development Bruce Ashby resolving Scheduling and Flex Cap issues

Motion passes unanimously

Point of order Baier:

Chair rules Negotiating Committee Chair may speak before Contract Administrator

Davis challenges chair; Challenge dies for a lack of a second

Chair and MEC recognize staff and helpers for excellent job during meeting

1736 Meeting adjourned