

As We Go to Press...Late-Breaking ALPA News

Membership Analyst Richard Bowers by dialing 1-888-359-2572, then pressing 1 and the extension 4283.

Midway Airlines went through several personas during its existence, beginning as a B-737 operation from Chicago's Midway Airport in 1976 and finishing as a US Airways Express carrier, when it shut its doors for the final time in 2003.

Pilot Input Sought on Russian Radio Communications

Recently, the International Civil Aviation Organization, the aviation arm of the United Nations, established new English language proficiency requirements for pilots and air traffic controllers that will become effective in March 2008. ICAO gave the mission of developing the new English language standards to the Proficiency Requirements Study Group (PRICESG).

Russia's representative to PRICESG, Sergei Melnichenko, has created a website forum, <http://forum.aviaenglish.ru/forum/pforum/topic?id=448>, to allow Russian pilots and air traffic controllers to exchange information about English language and operational issues. He is very interested in obtaining pilots' comments about any issues or problems they have experienced while in Russian airspace.

Melnichenko has asked that ALPA members answer several questions regarding their experience in flying through Russian airspace. In his own words, the questions are as follows:

1. What is most unusual to you when you fly over/into Russia?
2. Can you recall an amazing experience in Russian airspace?
3. What is your evaluation of general English demonstrated by Russian air traffic controllers?
4. What is your evaluation of English radiotelephony demonstrated by Russian air traffic controllers?
5. What is your evaluation of English radiotelephony demonstrated by yourself?

Capt. Rick Valdes, vice-chairman-operations of the United MEC's Central Air Safety Committee, is the International Federation of Air Line Pilots Associations representative to PRICESG. He adds, "Feel free to explain your comments in as much detail as you desire. Your help will be invaluable in improving communications procedures in Russia and other faraway places."

Atlantic Southeast Pilots Continue Pressure for a Contract

Atlantic Southeast pilots continued informational picketing efforts, holding events at Hartsfield-Jackson Atlanta International Airport on March 15 and 17 and April 11. Atlantic Southeast pilots picketed in three prominent locations on the south side of the airport terminal to ex-

press their frustration with the pace of current contract negotiations, which have lasted for 2½ years.

"Atlantic Southeast management has used every opportunity to take advantage of the airline industry's tribulations to exploit our current work rules and benefits, and to leverage its position at the negotiating table to drag out these talks with 'zero-net-gain' counteroffers," reports Atlantic Southeast MEC chairman, Capt. Bob Arnold.

"The only person on the management team who appears to have any authority to make decisions is the group's hired legal counsel from Ford and Harrison, a firm that openly touts its union-avoidance work for clients," he added.

The Atlantic Southeast pilots began collective bargaining in September 2002 and have been in mediation since May 2004. To date, the pilots and management have tentatively agreed to only a third of the sections in the most recent agreement.

Looking for a Few Good Furloughed Pilots

Boeing Aerospace is looking for current (within a couple years) and qualified F-16 and A-10 pilots to instruct in Boeing's dome simulators in Spangdahlem Air Force Base, Germany. Candidates must pass a top secret clearance review. Boeing prefers Block 50 F-16 with SEAD experience, instructor time, and targeting pod experience if possible, but requirements are flexible. The position provides excellent pay and benefits with medical, dental, and 401K participation. The position requires relocation to Europe.

Contact First Officer BJ Johnson (US Airways, Furl.) at bjpilot@compuserve.com, for more information concerning both jobs.

NORAD to Use Lasers to Alert Pilots Violating DCA ADIZ

The North American Aerospace Defense Command (NORAD) has announced that it will begin, sometime in May, using a ground-based laser system to alert pilots who violate the Air Defense Identification Zone (ADIZ) over Washington, D.C.

NORAD's Visual Warning System (VWS) uses what NORAD says are "safety-tested, low-level beams of alternating red and green light to warn pilots that they are flying without approval in designated airspace. The lights are eye-safe and non-hazardous at all ranges."

According to NORAD, VWS will be used only on unidentified aircraft and those whose pilots are not authorized to be in the ADIZ or are not responding to voice communications. The visual warning is designed to prompt the pilot(s) to immediately contact air traffic control and exit the ADIZ.

Before VWS becomes operational, the FAA will issue a