



Monthly Update and Reminders

APRIL 2020

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REMINDERS and NEW NOTICES

Members who have not paid 2020 dues are now delinquent. We now have 17 members in that category. Even though the plan is to allow anyone paying the requisite \$35 in the future to enjoy the benefits of membership without further dues, those *members* paying AFTER April 30 will have been purged from the “active” communication list and will have to undergo the annoying process of resubscribing to our bulk mail provider. This is NOT easy on yours truly, so unless you are really wanting to “depart the pattern”, PLEASE GET THIS DONE ASAP or before April 30.

ALL our current paid up members no longer need to pay an annual dues payment, and starting May 1, any delinquent member will need to go to the NEW MEMBERSHIP SIGN UP link on our website to sign up and pay again. This will establish the member as a full time member with no further dues or fees for the rest of their life.

By the way.....the STORE is **no longer in the main menu**. It is incorporated within the NEW MEMBERSHIP form. New members are the **ONLY** ones from here on out that need to “see” the STORE, and that will be just **one time** when they sign up.

The current password for accessing the Golden Contrails, the Member Rosters and the Archived Blast Emails is **acars**.

The **new password will be issued after May 1. Members will be advised at that time.**

Can't remember if you have paid your dues for 2020? Remember you can find out by going to our website, www.thegoldeneagles.org, Membership, Roster, Roster Download, Full Data Roster. The date in the lower portion of the data

block is the date through which you have paid your dues. Here is a link to help you get to the roster:

https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/fulldataroster_2020_03.pdf

Our President Elect Gary Small recently sent out a blast email to all present and past Golden Eagles members announcing the unanimous decision of the Executive Committee to institute a new business model for the Golden Eagles. In an effort to streamline the operation of the organization, proposals were made to make the management of the group simpler and more efficient. For the members at large, we also wanted to make the process of maintaining one's membership more user friendly. Eliminating our annual formal convention, the mailed hard copy of the Golden Contrails and the payment of dues are the cornerstones of the new business model. We will continue to support the concept of member gatherings for personal interaction and camaraderie, and will continue to provide enhanced communications within the Golden Eagles organization. The response from our members has been 100 percent supportive of the proposals, even though there has been the natural disappointment to the loss of our traditional convention gatherings to a more diverse, varied form of reunion gatherings. More details will be provided in the next issue of the Golden Contrails magazine and in other notices as we gradually introduce this new process.

New By-laws

On May 1st, unless there are disputes on the proposed new By-Laws (you can go to website now and click the link on the home page to view), then these new By-Laws will go into effect

CARE fund contribution

The Golden Eagles has made its annual contribution to the United We Care Employee Relief Fund. This year's contribution was in the amount of \$1300.00. We should all be proud of how our members have continued to support this fund. Anyone wishing to make personal contributions can find the information for doing so on our website under the "Care" tab. Donations are tax deductible.

Tom Doherty
President, The Golden Eagles

Hello Tom

It's so nice to hear from you! I hope you are staying safe and well in these trying times. I am currently working from home out of necessity, and so am not sure when I will be able to get back in the office to receive your donation. But whenever that may be, I will look for the check and let you know that it has been delivered.

On behalf of United We Care, thank you sincerely for The Golden Eagles continued and generous support. It is greatly appreciated, especially in these uncertain times.

*Sincerely,
Denise*

*Denise Adamson
United We Care, Employee Relief Fund
United Airlines | 233 S. Wacker Drive, 10th Floor WHQZR | Chicago, IL 60606
Tel. 872 825 5291 | Denise.Adamson@united.com*

-----Original Message-----

From: jkated@aol.com <jkated@aol.com>
Sent: Tuesday, March 24, 2020 11:16 AM
To: Adamson, Denise <Denise.Adamson@united.com>
Subject: We Care donation

Hi Denise,

I just wanted to give you a "heads up" that we have mailed a check to the We Care fund. You should receive it in the next week or so.

Thanks,
Tom Doherty, President
The Golden Eagles

As the "stay at home" experience drags along for all of us, at least one of our members decided to demonstrate how he and his wife are dealing with the whole thing.....□



Pam and Lee Meyners in their "cell"

[Didn't plan well I guess. Did not consider having to spend my retirement in a cell. However, the good Lord provided me with an outstanding Cell-Mate. Now if we can just finish the "damn puzzle".]

CONVENTION NEWS

As previously announced, the annual Golden Eagles reunion/convention planned for this May has been canceled due to the Corona-virus situation. We had planned to have this convention as our final one after deciding to change our business model to one requiring less monetary outlay and to one that recognizes the reality of membership participation in such gatherings. Of course we are all disappointed that we could not have our final reunion/convention. They had become an icon of the Golden Eagles over the years; but circumstances have dictated a change in how we do things. The fun and camaraderie of these gatherings will be missed, but we are hopeful that we can arrange other events that will provide an opportunity for our members to congregate and socialize. To all our members who have supported our conventions in the past, we offer our sincere appreciation for your participation. We had some great times at these events, and no doubt all who have attended will cherish the memories of their experience.

Of course we would be remiss if we did not mention once again all the hard work and preparation done by our President Captain Tom Doherty and his wife Jamie, President of the Ladies Auxiliary. Tom and Jamie have been the organizers for the past two conventions and to say that they have done an excellent job would be a huge understatement.

Tom was to step down as President at our now cancelled convention in May and our President Elect Gary Small was scheduled

to take the reins as President. Since the convention has been cancelled, Gary will assume the duties of President as of May 1, 2020 and Tom will be designated as Past President. We want to thank Tom for all he has contributed to the Golden Eagles, first in the capacity of Treasurer and then as President for the past two years. ☐☐

PASS TRAVEL NEWS

Q & A

Q.

I had 3 non refundable trips booked using 20% discount. I hope you can answer these questions regarding how I can use the amounts for future travel.

1: First trip was ORD-DCA in April. I used the travel waiver and cancelled. I have a UA « future flight credit » to travel within 12 months of the original ticketing date which was in Feb 2020.

This seems restrictive. What if I don't travel by Feb 2021? The event I was going to is every April. And what if the fare is lower at that time? I lose residual value?

2: I have a ORD-RIC in May I need to cancel. Did cancellation policies change in the last week? For this one, it is offering me the same credit as in #1 above OR an electronic travel certificate. Am I right to think the travel cert is better? Travel cert can be used to book up to 12 months from today for travel 24 months from today. Questions here: can amounts be applied to multiple tickets if fare is lower? Why should I cancel now? Shouldn't I wait until last day of the waiver so the clock starts ticking later? And is the waiver being discussed to be extended? And finally, how can I convert my trip in number 1 above to get the travel cert?

3: My daughter's wedding is now postponed from June 2020 to June 2021. ☐This was a ORD-PHX ticket for me. Same question, is a waiver being discussed for June travel?

A.

Anita Ware It is a credit, so the monetary value can be used towards any future ticket, does not need to be same city pairs.

Q.

My parents purchased 2 tickets business/first using my UA discount SFO-CDG for May on one pnr, and return tickets for June on 2 separate pnrs DUB-SFO. So they have 3 separate PNRs (all business/first). With the new change/cancellation policies, are they able to get a refund or only a credit for future travel? Their flights currently show operating, although I'm sure that will change soon. Thank you.

A's.

We were only offered a travel certificate, no refund (our flight canceled & they had scheduled us for a much later flight). The government has said airlines need to allow refunds, but airlines are saying they don't have the \$ (according to news rep

My flight was today, CHS-EWR. Waited till 2 days ago to call res. UA canceled rt. Sweet res agent read from her script about travel credit being issued. I told her no, DOT says full refund is due. After putting me on hold, she came back saying they would refund tickets. My online booking showed canceled refund being processed. Don't let them get away with saying it must be credit when they've canceled flts.

Some of it depends on when ticket was purchased too

LAC NEWS

The Hill Country LAC quarterly luncheon scheduled for April 14th has been cancelled due to the Coronavirus situation.

The Kingwood LAC has had their weekly breakfast meetings cancelled due to the pandemic

AIRLINE NEWS



United Airlines says revenue is down by \$100M a day because of coronavirus



[Edward Russell](#)

Daily revenues at [United Airlines](#) have plummeted along with passenger numbers as travelers heed warnings to “flatten the curve” and stay home amid the novel coronavirus pandemic.

The Chicago-based carrier’s revenue is down by “over \$100 million a day” as planes fly with around just 15% of seats filled this week, United president Scott Kirby told employees in a virtual town hall viewed by TPG on Thursday. This comes even as the airline [slashes nearly 70% of its schedule](#) in April with further cuts likely for May.

A revenue drop of that much, even with some cost savings, is a dire place for any business to be.

United will seek some of the \$25 billion in [grants available for employee compensation](#) from the U.S. government, CEO Oscar Munoz said during the town hall. The company also will “consider” [applying](#) for some of the \$25 billion in [loans](#).

“One of the lessons from this is our stress test from 9/11 wasn’t stressful enough,” Kirby said in reference to United’s preparations and need for cash to keep operating.

Airlines around the world are taking a hit. The International Air Transport Association (IATA) has [warned](#) that half of global airlines could collapse or be acquired due to the [cash crunch](#) resulting from the pandemic without government aid. Numerous carriers have suspended all but critical routes, idling thousands of jets.

In the U.S., the images of American Airlines, Delta Air Lines, Southwest Airlines and United tails [parked at airports across the country](#) is a harrowing reminder of just how quickly the virus decimated air travel.

Related: [United Airlines CEO warns of a smaller carrier post-coronavirus](#)

United has not decided whether to permanently retire any jets as a result of the coronavirus, said Kirby, who emphasized flexibility for the recovery.

“If we want to emerge stronger, if we want to emerge the world’s leading airline on the other side of this, we have to have flexibility,” he said. This includes having aircraft ready to return to service when they are needed.

However, United’s Boeing 757s would be the first to go followed by its Boeing 767s, including the [popular “high-J” 767](#) configuration, said Kirby. The airline would look at retiring some of its Airbus A320 family jets after that.

One positive note: United is likely to keep few of the all-economy regional jets with 50 seats — the Bombardier CRJ200 and Embraer ERJ-145 — after the crisis, said Kirby. These aircraft, while common on routes to small cities, are unpopular with travelers.

The carrier flew 74 757s and 54 767s, as well as 177 A319s and A320s, at the end of December, its latest fleet plan shows. It had 308 50-seat jets in its feeder operation, including 43 with Trans States Airlines that [shut down on April 1](#).

The return of 737 MAXs may be at risk due to the recent global crisis

Seattle, Washington - Recent global social and economic progress in the world may delay the return of Boeing 737 MAXs as

the global [health](#) problem keeps regulators from being in the same room.

Airlines have already grounded most of their planes. The lack of 737 MAXs is no more an issue for the operators. Only a small Boeing team is now continuing to test the latest software changes on the 737 MAX.

Boeing is still sticking to its estimate of a mid-year return to service. But to do so, the Chicago-based manufacturer will have to pull off the ultimate work-from-home challenge: certifying an airplane with regulators who are self-isolating on different continents. Analyst, Carter Copeland from Melius Research predicted this week that with the logistical hurdles, the return of MAX jets is at risk of delay one to three months.

A delay would add to the breathtaking challenges confronting Dave Calhoun, Boeing's new chief executive officer, and further squeeze the planemaker's [cash](#). The company faces plunging demand for its wide-body aircraft, and at least \$19 billion in costs from the fallout of two fatal MAX accidents that led to a global grounding more than a year ago.

Last month, Boeing drew down a \$13.8 billion [loan](#) to bolster reserves.

Calhoun had hoped to put an end to incremental delays that frustrated investors and suppliers by laying out the mid-year timetable soon after he took over from the fired Dennis Muilenburg, saying the new timeline included a buffer.

The Federal Aviation Administration said in a statement that it is engaging with Boeing as the company continued to make progress on demonstrating that the 737 MAX complies with certification standards.

A spokeswoman for the European Union Aviation Safety Agency, Janet Northcote, said EASA is still working hard on the MAX, and the situation has caused no noticeable delay in the certification process so far.

Northcote added that there could however be an impact if the situation extends for more than a few weeks, making it impossible to travel to participate in simulator sessions or flight tests.

[Via Bloomberg](#)

Boeing Indefinitely Extends Production Shutdown At Washington State Plants Due To Coronavirus

April 5, 2020 - by Dominic Gates for www.seattletimes.com

Boeing will continue indefinitely its shutdown of local factory operations rather than re-opening Wednesday as planned, it told Washington state employees Sunday via [email](#).

"Boeing is extending the temporary suspension of operations at all Puget Sound area and Moses Lake sites until further notice," the company told employees.

Boeing has about roughly 70,000 employees in the state. The decision affects about 30,000 of them, mostly production workers.

The company said its decision was based on its "**continuing focus on the [health](#) and safety of its employees,**...

Fliegerfaust "Did You Know?: Airbus is still assembling A320 and A220 aircraft in Mobile Alabama..."

United Airlines To Resume US-China Operations

[Leian Kae Naduma](#)



A flight passenger, standing at a ticket counter of U.S. carrier United Airlines, wears a [protective mask](#) at Frankfurt Airport, Germany, March 12, 2020. (Photo: REUTERS/Ralph Orlowski)

United Airlines is expected to announce the resumption of passenger flights to China as the company rebounds after strong travel restrictions caused by pandemic prevention methods. The flights may only be between San Francisco and Shanghai Pudong.

According to [Forbes](#), there has been an increasing demand for business travel between China and the US, especially among corporate customers. The flight reason for such flights was related to the re-establishment of supply chains between the countries. Economic indicators also showed that China's output has reached 70 percent, but its airlines would still be compelled to reduce its international flights temporarily.

Since January, US airlines have suspended flights to China despite Chinese airlines continuing as usual during that period. Air China flew seven to nine weekly trips to the US in late March, but the allowance was reduced by the government to one flight a week. Hence, there was a passenger spillover that United Airlines could cater to.

Chinese regulator CAAC also subjected temporary limits on international flights from foreign and local airlines after coronavirus cases increased among Chinese nationals that flew from the other jurisdictions and into China. Mainland Chinese airlines, on the other hand, were only permitted one weekly passenger flight to foreign locations and one per week for flights within China.

The report claimed that the one weekly limit would possibly be imposed on United Airlines reducing its allowed travel from a dozen per week in China. Nevertheless, the allowance showed that there would potentially be an earlier resumption of normal business travel than expected as demand for flights continues to increase. United Airlines was the largest provider that served China before the pandemic occurred.

The number of overall US-China flights, however, would continue to decrease in April as China airlines decreased their services. Chinese airlines were revealed to increase their flights by May, there has been no word from a United Airlines spokesperson to confirm the same.

United Airlines currently uses aircraft to fly cargo and has been paying for major expenses such as fuel, airport and overflight charges, and pilot compensation. It was then suggested that making the trip a passenger service could increase the incremental costs even if the flight's cabin does not reach its maximum capacity. The CAAC then restricted passenger flights to a 75 percent load capacity.

The report also clarified that although China currently bans foreign visitors, the imposition only covers those who were previously issued visas. Individuals may re-apply for a visa provided that their trips would be "for essential, economic, trade, scientific, or technological activities, or out of emergency humanitarian needs," announced [China's Ministry of Foreign Affairs](#).

The report also claimed that arrival quarantine measures in the country have been changing in recent weeks. Corporates have curtailed employee travel, but offer exceptions to those engaged in necessary trips.

PILOT CURRENCY RELATED TO AIRLINE SHUTDOWN

(CNN) - The coronavirus pandemic has grounded most of the world's airplanes for the immediate future. But when aviation eventually reboots, pilots will need to be up to speed. That doesn't just mean polishing their Ray-Bans and dusting off their navy-blue blazers. It means brushing up on flight-deck skills and ensuring they keep within the boundaries of aviation's stringent safety regulations. And that is presenting a looming challenge as pilots remain housebound.

"Pilots require frequent training and 'recency' to be able to fly," says Brian Strutton of the British Airline Pilots Association, or BALPA, which represents the interests of all UK pilots.

"Recency" means complying with regulations that stipulate a pilot must have successfully carried out three takeoffs and landings -- one of which using the cockpit's autoland facility -- within the previous 90 days. To qualify for flying both at daytime and night-time, commercial pilots also need to perform three night-time take-offs and landings within the 90 days, which are harder because the pilot has less visual cues. This covers the three daytime take-offs and landings as well.

But there are other annual checks, as well.

These include the License Proficiency Check, which a pilot would have to do every year to keep their pilot's license valid. Also, the airline that the pilot flies for will have to perform an Operational Proficiency Check every six months. "Most of these checks could be conducted in what is known as a 'D level' simulator," says Adam Twidell, an experienced pilot and CEO of PrivateFly, a booking platform for on-demand jets. These are the most realistic and offer the highest definition and lifelike responses -- just like flying the real thing.

Simulators are also important to help pilots keep their skills sharp. While much can be practiced using computer games such as Microsoft Flight Simulator, there is no substitute when it comes to ratings, training and certifications. Pilots need to access real, full-scale flight simulators. But for that to happen, simulators need to be available. In the UK, for example, many facilities offering simulators are closed.

There is also the issue of the availability of instructors and examiners to conduct checks. A co-pilot also needs to be present.

"There's going to be a significant backlog of available simulator slots. When airlines do want to get back to normal operations they won't be able to do it instantly," Twidell tells CNN Travel. Expense is an issue, too. Simulator time costs around \$300 to \$400 an hour, and that's without the necessary associated personnel. It's all an enormous undertaking. Additionally, there are regular fire and smoke training requirements, where pilots have to go into a smoke-filled aircraft and evacuate it. There are also first aid courses and crew resource management training, which involves assessing how crew members work together as a team. Combine the complexity of the different types of training and certifications that flight crew might have to catch up on if the grounding persists for a prolonged period with the fact that the majority of the world's 290,000-plus active pilots are sitting at home, and the scale of the imminent problem becomes all too apparent.

Pushing the boundaries

To help alleviate the pressure accumulating from the potential expiration of the pilots' medical certificates and ratings (additional elements of the pilot's license that allows them to fly specific types of aircraft), time extensions are being granted worldwide by regulatory authorities. Across Europe, the EU Aviation Safety Agency, or EASA, has extended the deadlines for certain requirements on condition that each airline comes up with a detailed pilot training plan that the agency will assess. If it's a credible plan, an extension could be granted.

In the United States, the Federal Aviation Administration's assistant chief counsel for enforcement, Naomi Tsuda, says that, due to the extraordinary circumstances related to the pandemic, the FAA will not take legal action against pilots in cases of noncompliance with medical certificate duration standards if their certificate expires between March 31 and June 30, 2020. "The FAA will reevaluate this decision as circumstances unfold, to determine whether an extension or other action is needed to address this pandemic-related challenge," said Tsuda in an FAA Notice of Enforcement Policy.

In the UK, the Civil Aviation Authority, in line with EASA guidance (while the UK is still in the EU), has exempted all operators, aircrew, instructors and examiners engaged in commercial air transport from the normal validity periods for licenses, certificates and ratings that expire before October 31, 2020. Deferring the expiry of licenses and certificates is certainly helpful. But all of this is incredibly stressful for the airlines' workforces.

Staffing issues

The world's longest and largest twin-engine airliner, the Boeing 777-9X, has completed its first test flight from Boeing's wide-body factory near Seattle. "Over 40 airlines have grounded their entire fleets, including airlines like EasyJet, and the majority of others have grounded 80-90% -- it's just unheard of. That gives you an idea as to how many pilots are not flying aircraft," says Sam Sprules, managing director at pilot recruitment agency AeroProfessional. Sprules tells CNN that a lot of flight crew are either grounded on minimal pay or being asked to take unpaid leave for the next couple of months. In some countries, airlines are operating from the furlough or pay subsidy schemes, and in worst case scenarios crew are being terminated. "Recruiting of flight crew has pretty much dried up at the moment while airlines are rightly focusing on trying to consolidate their finances just to survive," he says. This is a colossal body-blow to an industry that was booming before the Covid-19 crisis took hold. However, Sprules also says that a small minority of aviation businesses are taking an optimistic approach, believing that recovery will be sooner rather than later. "What they want to do is keep their recruitment moving to capitalize on the fact that there are a lot of skilled crew in the market right now."

Face-to-face interviews are now replaced with online tools such as Microsoft Office Teams or Skype. Airlines can build up pools of candidates so that as soon as the sector is back into recovery mode and restrictions start to subside they can jump into action. "We are doing that with a few of our clients -- conducting applicant gathering and documentation screening and getting candidates to a point where we can go no further, until things start to move again," says Sprules. So besides using computer simulators, how can pilots stuck at home keep their cockpit skills honed?

Karlene Pettitt, a US-based Boeing 777 pilot and author of "Normalization of Deviance: A Threat to Aviation Safety," tells CNN that pilots could use this time of grounding for educational improvement. She says that in an age where certain aspects of the flight deck are automated, pilots need to know, procedurally, how to set up the flight deck, which buttons to push and which checklists to read. "You start forgetting things if you don't use them," she says. "And much of what we, as pilots, do is cognitive based. If you can keep that alive, then you're not going to lose proficiency. "It would be nice if the airlines made available online training tools that we had during initial training or during initial type rating, so we could go and maintain proficiency while at home, until we get back into the sky." Carriers could also have the ability to track and see which of their pilots are actually utilizing those tools, says Pettitt, adding that even a home-made low-tech approach could be beneficial too: In the past, when Pettitt was "out of the cockpit" for a couple of years in the days before online pilot training was an option, she made flashcards and what she calls a "paper trainer," a sort of wall poster, to practice cockpit procedures at home. "We did this years ago. You just physically move and touch the button because the motion of actually touching where you would be touching in the airplane helps to instill it into memory."

The well-being factor

US airlines are requesting an aid package from the federal government that could amount to about \$50 billion due to the coronavirus, according to industry group Airlines for America. Joji Waites, flight safety specialist at BALPA, tells CNN that his organization is ensuring that the few crew that are still flying (on cargo, medical, repatriation, and a few scheduled services) are equipped with protective kits where necessary, and checking that aircraft are properly cleaned. "For those that are not flying -- those that are furloughed -- the shift is towards well-being," says Waites. Beyond the practicalities of brushing up procedural skills, pilots need to keep their minds in good shape too. Flight crew are used to quite a structured way of working and are conditioned to knowing what is coming up in the next month in terms of their flight schedules.

Waites says that BALPA has been sharing, with its members, mental health and well-being tips from the MIND Charity and from Public Health England. "There are specific resources available," says Waites. "And there is a requirement coming out later this year in August for airlines to have a peer support network program staffed by pilots for pilots for them to raise, confidentially, concerns of well-being and mental health." Many airlines already have these in place ahead of when the regulation comes out, pointing pilots towards those facilities within their airlines where they can share concerns, by "having people to talk to about their anxieties and what they are going through." "Pilots are not used to sitting around," says Waites. "We're thinking ahead to the time when things hopefully resume and scheduled flights start up."

<https://www.cnn.com/travel/article/pilots-recency-flying-hours/index.html>

Posted below is a notice from the ALPA LEC 57 regarding their assessment of the current situation at United. This posting is for the general information of our Golden Eagles members only and does not necessarily reflect the opinions of the Golden Eagles officers.

[Click here for mobile version](#)

April 10, 2020

Council 57 LEC Update
From The Chairman -
Thoughts on the Big Picture
Brothers and Sisters of Council 57,

A few days ago, EVP and COO Greg Hart just announced that ***LAX will be dropping down to 13 daily flights to 6 destinations***. That's less than 10 percent of what it would typically be. A similar reduction has already been announced for EWR.

A week ago, the UAL Board of Directors voted to apply for CARES Act relief funding, and it appears that our competitors are doing the same. This is one small measure that may promise to help stabilize things, but this is not a panacea for what we face. This act may be a cash infusion, but the long-term cash bleed is still critical. In my own words: *This is a math problem, and right now, the math is in the red.*

There will be significant changes to the size and composition of our airline, and the recovery may be "V"-shaped, or it may be "L"-shaped..." We just don't know! Even an optimistic recovery plan will show us as being substantially overmanned come October.

Remembering that October is when the job protections of the CARES Act expire, we must all be prepared for the what may very well be coming: Aircraft Parking, Displacements and Furloughs. There won't be anybody in Council 57, or the pilot group at-large, that isn't materially affected. We will all suffer through redistributing aircraft and routes, displacements, and the furloughs that are sure to follow.

We all need to be ready for it.

The company has already started negotiating in public by introducing concessions. A good rule of thumb: *If you got your idea from a company town hall or a member of management, it's more than likely a concession.* Again, it's not personal. It's business. Does this mean that the book is open on the UPA? *Not in the least!* Some might argue for contract concessions in order to mitigate the damage. While that may seem like a viable short-term solution, I cannot agree with the rationale. *Here's why:* We may consider our pay in terms of hours worked at a given rate. Should this go south and we appear before a judge, that's not what they look at. What do they see? The number on the paycheck. If a given pilot is willing to work for a reduced amount of money now, that's the metric that could work against us later. When the company decides how many pilots we need on the property, that's the number they're going to use. If it makes sense to reduce our pilot manning, the company is going to furlough. Mitigating measures, like COLAs and SRLs and the like, will have minimal impacts that *only serve to slow the process down.* Pay concessions will not impact the

number of pilots that are required to fly the airline. I repeat: ***Pilot manning is not at all related to pilot pay.*** What's going to keep pilots on the property? Demand for our product, nothing more.

Staying Informed

When dealing with an emergency on the flight deck, we put our full attention to the situation at hand. Every one of us needs to do this. Information is changing continuously because the situation we face is nowhere near stabilized. If you're used to getting your information from one source, *that's not going to do it!*

* ***Updates from the MEC and your Council.*** These are coming at a rapid clip, often with new and unique information that applies today. Just reading the MEC's Facebook, Twitter and Instagram feeds are not enough. These should be directing you more detailed email updates and web pages where you can find the details on what's changing. In that light, there was an [MEC Town Hall Meeting](#) today. If you didn't get an opportunity to view it, [click here](#) for a podcast recording of the meeting posted on the ALPA website. If you want to hear directly from your MEC leadership, this is your chance.

* ***Company updates.*** Specifically, messages from CCS, company emails, and updates to the Crew Resources pages on Flying Together. Yes, this is the company talking, but if you don't know what the company is putting out, it's harder to understand how the MEC is responding.

* ***Filtering the Noise.*** I wrote at length the other day about what not to do on social media. There's an abundance of frustration out there stemming from the fact we don't have control over the virus and what it's doing to our lives. To compound that, we don't have a timeline on how long this will last. In the words of John Wooden, "control the controllable". Work the problem from the inside out, like we always do!

Take care of yourself. Take care of your family. Fly the Contract.

In unity,

Scott

Chairman Scott
Combust

Vice-Chairman Tom
Dowdle

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U.S. Treasury To Seek 30% Grant Repayment From Large Carriers



[Ben Goldstein](#) April 13, 2020

The \$25 billion in direct payroll assistance is separate from a pot of \$25 billion loans and loan guarantees, which are expected to be distributed after the grants are processed.

Credit: Rob Finlayson

WASHINGTON—The U.S. Treasury Department wants airlines to repay close to a third of the value of payroll assistance received under the Coronavirus Aid, Recovery, and Economic Security (CARES) Act—and carriers are not happy about it.

The proposal—first reported over the weekend by Reuters—calls for the largest six U.S. airlines to repay 30% of payroll assistance received in the form of low-interest loans due in five years, for which they must issue warrants that can be converted into stock.

The CARES Act made \$25 billion in payroll grants available to passenger carriers. Sec. 4117 of the act authorizes Treasury Secretary Steven Mnuchin to require aid recipients to issue the government financial instruments as a form of “taxpayer protection,” although it does not require him to do so. The act specifically lists warrants, options, preferred stock and [debt](#) securities as manners by which

carriers could satisfy the requirement.

The \$25 billion in [direct payroll](#) assistance is separate from a pot of \$25 billion loans [and loan](#) guarantees, which are expected to be distributed after the grants are processed.

Airlines for America (A4A) spokeswoman Katherine Estep said that requiring carriers to repay portions of the grants could hamper the efficacy of the rescue package, noting that workforce grants are "passthrough monies" designed specifically to fund payrolls.

"Making direct payroll assistance available to U.S. carriers in the form of grants only is considerably more effective for our employees rather than a hybrid combination of instruments," Estep said.

The current proposal would affect Alaska Airlines, American Airlines, Delta Air Lines, JetBlue Airways, Southwest Airlines and United Airlines. The Treasury has issued separate guidelines to waive the requirement for carriers requesting under \$100 million in aid.

That leaves a host of carriers outside the largest six, but above the \$100 million cut-off requirement, including leisure airlines and ULCCs like Allegiant Air, Frontier Airlines and Spirit Airlines. National Air Carrier Association (NACA) president and CEO George Novak—whose association represents all three—said the airlines are currently in contact with the Treasury over final terms, adding that "we would expect that agreement to come quickly, as Treasury has already exceeded the statutory deadline to get these funds out."

Treasury said it has received more than 230 applications for payroll support from "a wide variety of passenger carriers," the majority of which are for \$10 million or less. The Department is currently negotiating with 12 carriers that are each expecting payments to exceed \$100 million, adding that more guidance will be coming "very shortly" to address cargo carriers, as well as the possibility that total requests will exceed the \$25 billion amount available under the CARES Act.

Unions representing pilots, flight attendants and other aviation workers have urged Mnuchin not to seek compensation for the grant portion of the aid package, warning that doing so could undermine airline participation in the program and risk greater job losses.

"Treasury Secretary Steve Mnuchin told airlines he is going to take \$7 billion from the \$25 billion allocated in the CARES Act to our wages and benefits," the Association of Flight Attendants said in a message to members. "This is putting the payroll grants in jeopardy and even if our airlines take them, it's not enough to cover our wages and benefits."

Air Line Pilots Association (ALPA) director of communications David Weaver tweeted that the group "is very concerned" that Mnuchin "is threatening the jobs of pilots & other aviation workers by treating grants for airlines like loans."

NACA CEO Novak stressed the critical nature of the direct payroll support for airlines, arguing that it should be understood in a national security context, instead of a strictly commercial one.

"I think what kind of got lost in the discussion about corporate welfare and aid to specific industries is that many of our carriers are critical components to the civil reserve air fleet, providing supplemental lift to the Department of Defense," Novak said. "This money should be viewed as increasing the defense readiness capabilities of our country."

Just announced: 4/14/2020 5:00 PM

The [U.S. Treasury Department](#) and the major U.S. [airlines](#) have reached a deal on the \$25 billion [coronavirus](#) relief package.

"We welcome the news that a number of major airlines intend to participate in the Payroll Support Program. This is an important CARES Act program that **will support American workers and help** preserve the strategic importance of the airline industry while allowing for appropriate [compensation](#) to the taxpayers.

"Alaska Airlines, Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines, Hawaiian Airlines, JetBlue Airways, **United** Airlines, SkyWest Airlines, and Southwest Airlines have told us that they plan to participate in the Payroll Support Program. Conversations continue with other airlines regarding their potential participation. Treasury is also working to review and approve applications for smaller passenger air carriers as quickly as possible and will provide further guidance for cargo carriers and contractors very soon. We look forward to working with the airlines to finalize the necessary agreements and disburse funds as quickly as possible."

NEW MEMBERS

Bill Bulfer
Gary Sachs
Morrie Wiener
Roger Grimsley

Welcome! ☐

AND.....THE LIGHTER SIDE.....



A Greek and an Irishman were sitting in a Starbucks one day comparing their two cultures. Over a double latte, the Greek mentions “We built the Pantheon, you may recall, along with the Temple of Apollo.” “Well, it was the Irish that discovered the Summer and Winter Solstices.” “But it was the Greeks who gave birth to advanced mathematics.” “Granted, but it was the Irish who built the first timepieces.” Knowing that he’s about to deliver the coup de grace, the son of Athens points out with a note of finality: “Keep in mind that it was the ancient Greeks who invented the notion of sex as a pleasurable activity!” “True enough, but it was the Irish who got women involved.



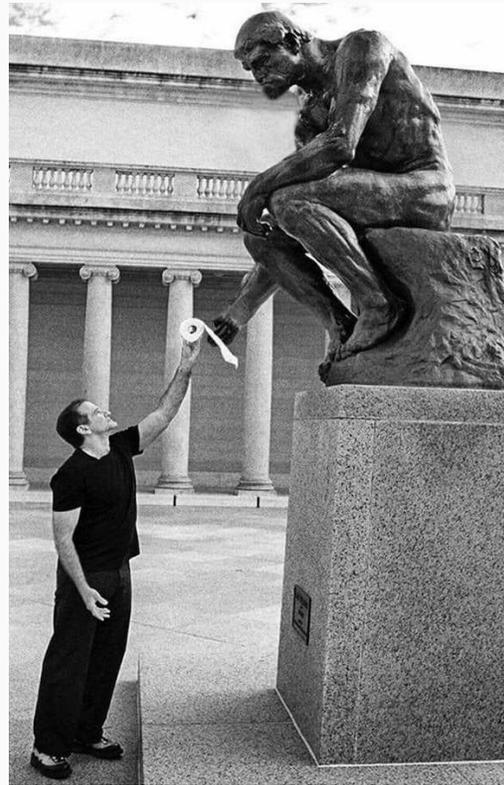
#Coronavirus has turned us all into dogs. We roam the house all day looking for food. We’re told “no” if we get too close to strangers. And we get really excited about car rides.

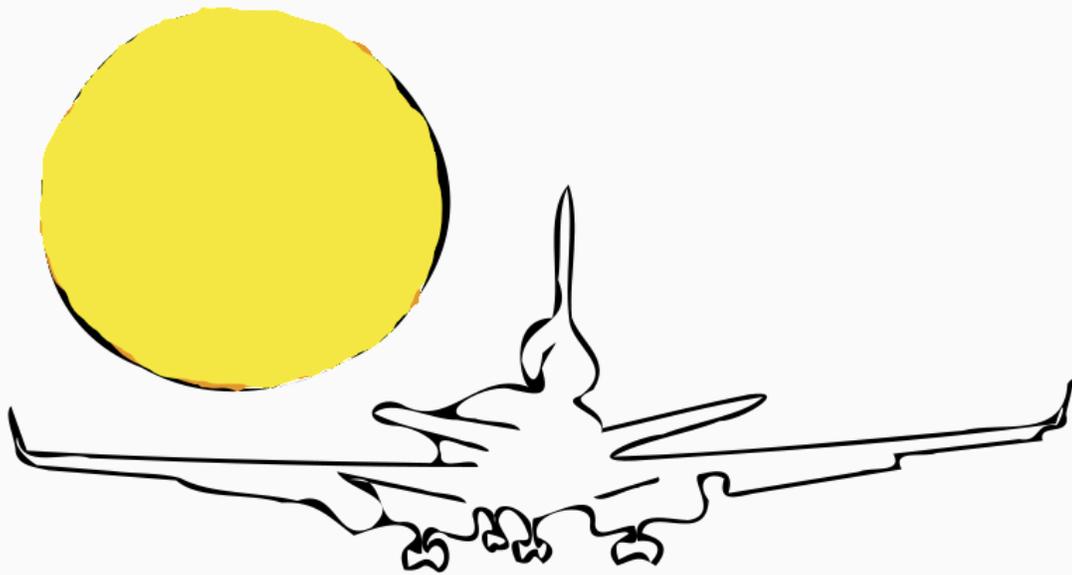
MY WIFE SAID THAT IF I DON'T
GET OFF MY COMPUTER AND HELP
WITH THE DISHES, SHE'LL SLAM MY
HEAD ON THE KEYBOARD, BUT I
THINK SHE'S JOKINGSG67SGHI3DHGJ
RE7490DNDWHK3-2J4H37SHDUDKJI
SD877HR8SK020A3Y3H3J3UHU338JE
SU83J8R



Never lose your
glasses again!

Robin Williams being helpful





GONE WEST



GONE WEST - 2019-2020

* Denotes Golden Eagles member

Names in red denote gone west since last update

| | |
|-------------------------|----------------|
| Bob Pigors | Jan 3, 2019 |
| Harry Watson * | Jan 10, 2019 |
| Almond Carroll | Jan 22, 2019 |
| Thomas Steele | Jan 27, 2019 |
| John Huber | Feb 27, 2019 |
| Robert DeGrishe | Mar 5, 2019 |
| Robert Hutten | April 6, 2019 |
| Carl McGee | April 8, 2019 |
| Charlie Walker* | April 14, 2019 |
| Joe Portlock | May 1, 2019 |
| Dan Brady | May 9, 2019 |
| Warren Beckman | June 29, 2019 |
| Ray Bukovsky | June, 2019 |
| Joseph Mesimer | June 3, 2019 |
| Hal Sheads* | June 3, 2019 |
| Ralph Bellerue * | June 12, 2019 |
| Bob Pries | July 11, 2019 |
| Glenn "Spike" Squires | July 13, 2019 |
| G. M. "Casey" Cameron * | July 1 8, 2019 |

| | |
|-------------------------|---------------------|
| Larry Mechem * | July 26, 2019 |
| Robert Foley | July 29, 2019 |
| Richard Bombard | July 31, 2019 |
| Robert Hutchins* | Summer 2019 |
| Roy Snead | Aug 15, 2019 |
| Tony Eggers | Aug 21, 2019 |
| Phillip Kemp | Aug 22, 2019 |
| Gus Wenzel | Aug 24, 2019 |
| Don Griffin * | Aug 24, 2019 |
| Gene Chancy | Nov 14, 2019 |
| Ray Brendle* | Nov 17, 2019 |
| Randy Rawls * | Dec 5, 2019 |
| Chester James* | Dec 6, 2019 |
| Jeff Burke* | Dec 7, 2019 |
| Jim McBride | Jan, 2020 |
| Daniel King | Feb 15, 2020 |
| Ray Shubert | Mar 8, 2020 |
| Roger Stephens | Mar 10, 2020 |
| Howard "Tick" Loitwood | Mar 14, 2020 |
| Dave MacCormick | Mar 30, 2020 |
| John Nelson * | Apr 1, 2020 |



That's all folks. See you next month around the 15th with another update.

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