



Monthly Update and Reminders October 2019

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RECURRING REMINDERS & MISC NEWS

Houston storm (Imelda), September 18-21

We are glad to hear that the recent tropical storm that impacted the Houston area in late September did not cause the degree of flooding and damage to some of our members' homes that resulted from hurricane Harvey. Golden Eagles Treasurer and Webmaster Bruce Sprague, who lives in Kingwood, offered this note related to the storms effects. We hope that any damage done to any of our members' homes was minimal.

Even though we got wiped out with Harvey, we are doing ok with Imelda (and we are high and dry this time)....although homes not too far from us did get flooded (again). The main difference this time.....Lake Conroe (under new rules) did not dump out all their water flooding us. The problem for most folks was that the rain exceeded the limits of the storm drains, and water built up in the streets, and then into the homes.

Bruce



Yeah, I know. This has all been said before. Just bear with us and try to deal with (remember) it!!

The **current password** for accessing the Golden Contrails Magazine, the member rosters, the archived blast emails and the Officer Documents is **yaw**.

"If you do NOT pay your dues now (or by December 31) you WILL be DELINQUENT! Yes there is a grace period, but wouldn't you feel better about yourself if you DID IT ON TIME? We "volunteers" (meaning unpaid and doing this entirely for YOU on our OWN TIME) really would appreciate YOU helping US do our work for YOU with less aggravation."

Go to the website www.thegoldeneagles.org, NOW!, then the STORE tab and get this done! PLEASE!

Annual dues are due on Dec 31st and are considered delinquent on Jan 1st. If not paid by May 1st, members will be considered not in good standing and will be removed from all Golden Eagles communications. It helps your worker bees do their job if you can pay early or even pay for several years in advance. Postage and Care donations are always appreciated (see the "Store"). **A lot of extra work is required** to get a delinquent member back to active status, so don't let your dues go delinquent by not paying by May 1st! Dues status can be checked on our website, www.thegoldeneagles.org, in the Membership section and the Roster Download sub-section. *The current password is not required to access the website (also, no user ID required) or to go to the "store" on the website and pay dues, so if you inadvertently forgot to pay your dues before the cutoff date of April 30th and suddenly find that you are no longer receiving GE communications, you can still access the website without the password and bring your dues up to date.*

There are **four things** that require the password to access on the website. The Member Rosters, the Golden Contrails magazine, the Archived Blast Emails and the Officer Documents.

A number of our members have made early dues payments for 2020 as we have requested and we thank them for helping us out.

CONVENTION NEWS



The reunion/convention for 2020 is still tentatively planned to be held at the **Stapleton Hilton Doubletree Hotel on May 14-17, 2020**. Activities such as tours and simulator flights are still being researched. As usual, all details will be shared with our members when the details are finalized. This year the hospitality suite will have

upgraded food and lots of free drinks! Can't beat a deal like that! Of course Don Gentry will be the lead bartender as in years past...he makes a mean drink! Mark your calendars with the dates and plan on attending this gathering to share in lots of good food, drink and camaraderie.



It appears we will have an interesting guest speaker for the banquet. Stay tuned for details.

PASS TRAVEL NEWS

RECENT NOTICE FROM UNITED PASS TRAVEL OFFICE

[eRES: You asked, we updated](#)

We've made some changes in employeeRES that you might want to know about before booking your next trip.

First of all, we want you to know that we're listening to what you're saying – lots of employees told us they didn't like that the booking window had been reduced to 60 days in the new eRES, so we've changed it to 120 days. Now you can plan more in advance for your next trip, with the ability to list for any space available flight or book your positive space company business travel (when inventory controlled seating doesn't apply), up to 120 days before departure. As a friendly reminder, please book responsibly, and for any bookings you no longer need, please cancel in advance. If you want to brush up on the guidelines around leisure and company business travel, check out our [pass travel guidelines](#) and [company business policy](#) for tips and more.

The unaccompanied minor (UMNR) booking process for pass travelers has also changed, because of the recently implemented policy that allows a maximum of six UMNR travelers per flight. In addition, UMNR pass riders will be able to travel on connecting itineraries only when they're accompanied by an adult pass rider (age 18 or older) on all segments of the itinerary. This is a more recent change that will be updated in eRES in the coming weeks. When you're booking UMNR travel, eRES now displays an alert message reminding you about the updated policy. The number of booked UMNRs will be available in the flight details on employeeRES, before and after you book, and you'll want to keep an eye on that. Also, we're now asking you to provide an emergency contact person for the UMNR traveler's record, in case customer service agents need to reach out to ensure our young travelers' safety and/or give guardians peace of mind. With these changes, the United mobile app will not initially support UMNR pass travel bookings, and it will point you to eRES. See the [infants, children and unaccompanied minors](#) page on Flying Together for the full UMNR policy details.

Have questions or need help? You can contact the Employee Travel Center through [Help Hub](#) or by calling 1-877-UAL-ESC9 (1-877-825-3729) toll-free within the U.S. and Canada or 847-825-3729 (toll call) for international and following the prompts for "employee travel" and "pass travel questions."

FAQ:

Question:

How does an enrolled friend check their flight without a Travel Plans tab?

•



Anita Ware

George Cox

I just reported this problem through help hub to the IT department. This problem is new, since the update to EmployeeRes. Prior to that, dependents were able to access the travel plans tab to manage their listings. Please also send a report.. the more reports, the more likely they will work on a fix.

Question:

Trying to book in my ua discount and it wants money for baggage. How do you get it fixed

Answer:

When you go to buy the tx at the end when you print it all out you will see 00 bagage fee.

Here's What You Need to Know About the Upcoming REAL ID Deadline

by [Daniel McCarthy](#) / April 26, 2019

Starting in October 2020, to travel domestically, every traveler will need a REAL ID-compliant driver's license or an approved ID card or passport. Photo: DHS



With the final deadline for the REAL ID Act coming up, travelers everywhere will soon be impacted by new rules for flying domestically at every airport in the U.S., as the Transportation Security Administration (TSA) will soon stop accepting standard driver's license or ID cards at airport security checkpoints.

Here's what travelers and advisors need to know about what the REAL ID Act will do and how they can get compliant before the final Oct. 21, 2020, deadline.

What is the REAL ID Act?

Among other things, the REAL ID Act, which was passed in May of 2005 after a recommendation from the 9/11 Commission, set requirements and standards for state driver's licenses and ID cards to be accepted at federal facilities and at airport security checkpoints.

According to [the Department of Homeland Security](#) (DHS), the Act was aimed at improving the security of driver's licenses in all 50 states. While previously it had been up to individual states to determine what the rules and criteria would be for issuing a driver's license or an ID, the REAL ID Act would nationalize the rules and set a federal standard that states would be

forced to meet.

After some delays, the DHS announced it would begin implementing the Act in four phases at the end of 2013, with the first three phases aimed at increasing security at facilities like DHS headquarters, nuclear power plants, and other federal facilities. The fourth phase of implementing the Act kicked off in 2016 and was aimed at air travel.

When will I be impacted?

The DHS originally planned on Jan. 22, 2018, as the deadline. The official rollout was then pushed back to Oct. 1, 2020, after some delays. Starting then, the DHS and TSA will only accept REAL ID-compliant IDs and licenses; otherwise, travelers will be required to have a passport when flying domestically.



An example of a REAL ID-compliant license in West Virginia. Photo: TSA

How do I know if my state is compliant?

Right now, in total, there are seven states left to meet the requirements to be compliant with the REAL ID Act: Oregon, Oklahoma, Kentucky, Pennsylvania, New Jersey, Maine, and Rhode Island. California is currently under review and is expected to be compliant by the end of May 2019.

Those non-compliant states are all currently operating with extensions, meaning that the current driver's licenses and ID cards are still accepted at security checkpoints despite not being compliant with the Real ID Act. Pennsylvania and Kentucky have extensions until Aug. 1; while Maine, New Jersey, Oregon, Oklahoma, and Rhode Island have extensions until Oct. 10.

The rest of the U.S. states are all currently compliant and are issuing REAL IDs. As long as a traveler has a license issued with the REAL ID requirements (usually designated by a star in the upper portion of the ID), he or she is able to travel domestically without a passport or another form of ID.

How do I get compliant?

Each state will have to follow the new federal requirements for issuing IDs. Travelers can check with their state's DMV to understand exactly what they'll need before heading to the DMV to get an updated license.

New York, for instance, began issuing REAL IDs in October 2017. The state now requires all travelers to get a REAL ID by going to the DMV with proof of ID, proof of social security number, date of birth, and U.S. citizenship, along with two different proofs of New York State residence.

What is the TSA doing?

The TSA most recently launched [an awareness campaign](#) to make sure everyone knows about the upcoming REAL ID deadline. Travelers will begin seeing new signs at airports nationwide in the coming weeks to remind them that REAL ID-compliant licenses or other acceptable forms of ID — such as a valid passport, federal government PIV card, or U.S. military ID — will be mandatory for air travel as of Oct. 1, 2020

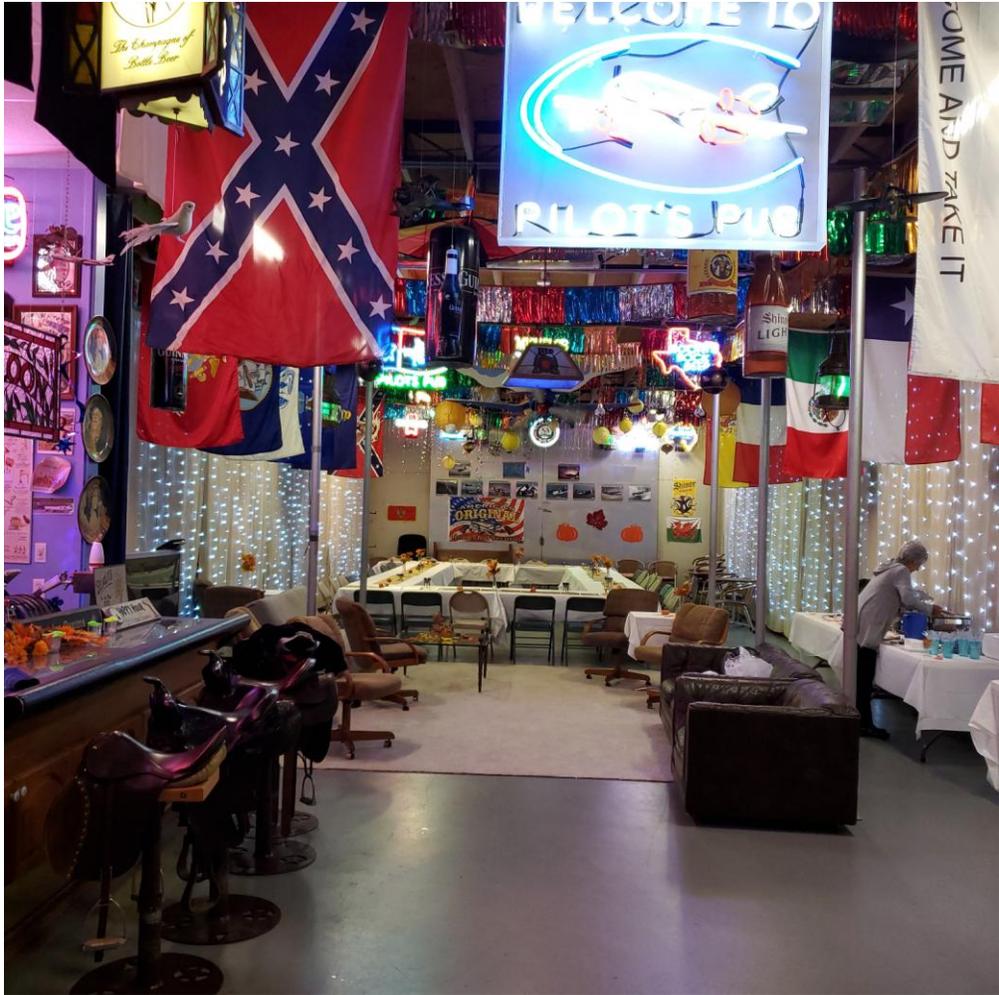
Airline Discount for Paris Apartment rental

Those who may be interested in an apartment rental in Paris at a greatly reduced rate can access the information on the Golden Eagles website, www.thegoldeneagles.org, in the Travel section under the Offers and Promotions heading. The Golden Eagles does not endorse this offering but is presenting the information only for the potential benefit of its members.

LAC NEWS

The Hill Country LAC held its quarterly luncheon at Ray and Mary Booth's party barn (Pilot's Pub) on October 16 in Spicewood Texas. This was the second year we have had a very enjoyable October luncheon at Ray's place on Lake Travis. There was lots of great barbeque and fried chicken with plentiful beverages of all kinds. The names of those who attended are Ray and Mary Booth, Lee and Pam Meyners, Paige and Kay Seats, Don Gentry, Ron and Barb Redmond, Cass and Judy Zabinski, Sarah Sheads, Bill and Addie Jackson, Dave and Kay Newell, Ben and Chris McKenzie, Jerry and Sandra Greenamyre, Bob and Carol Shelton, Bernie and Sandy Hallee, Wayman Curry, Bruce Harris, Roland Brown and Dave and Sandy Judson. Needless to say, a good time was had by all!

A few photos of the festivities are provided below.





Pilot's Pub





Bernie and Sandy Hallee, Carol and Bob Shelton





Kay and Paige Seats

Bill and Addie Jackson, Sarah Sheads





Chris and Ben McKenzie

Bob Shelton, Ron and Barb Redmond





Sandra and Jerry Greenmyer, Judy Zabinski

Kay Newell and Chris McKenzie





Cass Zabinski and Roland Brown

Ro Brown and Ray Booth





Lee and Pam Meyners (the photographer) and Ro Brown

Paige Seats and Dave Newell





Our gracious hostess Mary Booth

Bruce Harris and Lee Meyners



Wayman Curry, Dave and Sandy Judson

Don Gentry



Airline News

United CEO puts getting late passengers on planes before on-time departures

3 Oct 2019 by Robert Curley



In a perfect world, all flights would take off and land on time. In the real world, United Airlines CEO Oscar Munoz would rather see passengers make their connecting flights even if that means holding planes on the ground until travellers can get to the gate, [CNBC](#) reports.

That's more important than collecting good scores in reports about on-time departures, said Munoz.

"We don't care," he said. "We have saved tens of thousands of connections."

United currently ranks 7th for on-time departures among the 10 largest US airlines.

"If you're not on time you fall in the ranks and you read about it in the papers," Munoz said.

"But what about you, who's running late, and you see [the plane] there and we're shutting the door on you because we have to be on time. That's not particularly caring."

A United program called Connection Saver analyses incoming and departing flights to predict possible missed connections and determine when it is practicable to hold flights to enable travellers to make their connections. Use of the program was launched in February 2019 and expanded to the entire airline network in June.

Airline officials estimate that the program has allowed 36,000 passengers to catch connecting flights that they might otherwise have missed.

United's [Senior](#) VP for Worldwide Sales, Jake Cefolia, recently told *Business Traveller*:

"There are three things to consider. One, how many customers are coming in that need to [connect](#), two, when the next opportunity would be for them to get to their destination, and three, what would be the time of delaying the rest of the passengers on the flight.

"All these variables are happening in different places and have potentially different weightings. We were challenging our service providers to make the right decision, but this technology can use an algorithm to make the optimal decision for the greatest number of customers.

"It has had a great ability to get passengers to their destinations. We saved around 20,000 connections during the [trial](#) in Denver. One example I like – a group of almost 100 children were travelling to Japan through Denver and running late.

"They would have had a 24-hour delay to their trip, and we don't know if there would have been the accommodation there for them, but the tool recommended holding the flight and allowed them to make it to their destination. So service providers tell us they love having that support there."

United Air Doles Out Perks to Plug 10-Year Gap of 10,000 Pilots

By

[Justin Bachman](#)

October 3, 2019, 2:30 PM CDT

- The carrier sees about half its pilots retiring in next decade
- New program will boost incentives for flying at regional

[United Airlines Holdings Inc.](#) is escalating efforts to recruit pilots with new [financial](#) perks and faster career advancement as the carrier faces the retirement of almost half its aviators over the next decade.

The program, dubbed Aviate, is designed to attract more staff for regional airlines that fly for United, which will then look to field a large portion of its future pilot corps from those carriers.

"Our needs approach or exceed 10,000 pilots in the next 10 years. That really caused us to take a hard look at what we were doing," Bryan Quigley, United's [senior](#) vice president of flight operations, said Thursday on a conference call with reporters.

United is exploring financing options that will help new pilots pay for the high cost of training, including loan guarantees and [loan](#) forgiveness, Quigley said. Aspiring pilots can spend more than \$100,000 on schooling and to accumulate the minimum 1,500 flight hours required to work for a regional carrier. That financial barrier has thinned pilot ranks and forced regional airlines to boost pay and signing bonuses.

More coaching and learning tools will help speed advancement. Pilots currently move from regional airlines to United today with an average of 6,500 flight hours, Quigley said. Through the Aviate program, that will be cut to as little as two years and 2,000 hours -- "the fastest path within the industry," Chicago-based United said in a statement.

The U.S. Navy and Air Force, once sources of about half of United's pilot hiring, now make up only 20% as the military struggles with its own pilot recruitment efforts, said Quigley, a former Navy aviator who is also United's chief pilot.

United is the latest carrier to try to bolster its recruitment efforts. Last month, [Southwest Airlines Co.](#) said it would begin its first "[ab initio](#)" training program in 2020 to help recruit and train pilots. A similar program at JetBlue Airways Corp. expects to have its first graduates flying as first officers at the carrier next year.

Unexpected cracking found on critical Boeing 737 Next Generation part

Friday, September 27th 2019

Boeing engineers and safety investigators are scrambling to find out how many Boeing 737NGs have cracked 'pickle forks' after finding several in the jets.

A pickle fork is the part that helps attach a plane's fuselage to its wing structure. It helps manage the [stress](#), torque and aerodynamic forces that bend the connection between the wings and the body of the jet.

Engineers design pickle forks to last the lifetime of the plane, more than 90,000 landings and takeoffs, a term known as "flight cycles" in the aviation industry, without developing cracks. There could be dire results if the pickle fork system on the jet fails in flight.

During a recent inspection, workers found a severely cracked pickle fork on a Boeing 737NG. The plane is relatively young, having logged approximately 35,000 flight cycles when the damage was found.

A retired Boeing engineer who asked to remain anonymous tells us, "It's unusual to have a crack in the pickle fork. It's not designed to crack that way at all. Period."

He says it's particularly concerning because it was found so early in the plane's service.

Another source tells us Boeing quickly reported the issue with the single plane to the FAA last week, and now more planes with similar cracking have been found.

We're told this is very much an ongoing investigation, and that it's unclear whether or not this is a widespread issue.

"Safety and quality are our top priorities. Boeing has notified the FAA and been in contact with 737NG operators about a cracking issue discovered on a small number of airplanes undergoing modifications. No in-service issues have been reported. Over the coming days, we will work closely with our customers to implement a recommended inspection plan for certain airplanes in the fleet. This issue does not affect any 737 MAX airplanes or the P-8 Poseidon," a Boeing spokesperson wrote.

The FAA also confirmed the inspections. "The FAA will require operators of certain Boeing 737NG jetliners to conduct inspections for structural cracks. Boeing notified the agency of the matter after it discovered the cracks while conducting modifications on a heavily used aircraft. Subsequent inspections uncovered similar cracks in a small number of additional planes. The FAA will instruct operators to conduct specific inspections, make any necessary repairs and to report their findings to the agency immediately."

No one has been injured, and there have been no reports of issues on 737s that flew with the cracked equipment. It's a near certainty that people flew aboard the jets with the cracked pickle forks before the issue was discovered.

We're told this is an issue that is being taken seriously by the FAA and Boeing.

The pickle fork is essential to the safety of the plane and an in-flight failure could be catastrophic in the worst-case scenario.

A government source says that until the scope of the problem can be understood, it's difficult to tell what corrective actions will need to be taken. It could be anything from visual inspections of all 737NGs, or more unlikely, a grounding of the planes for further inspections. Investigators are deeply concerned about the cracks developing so early on in a the plane's lifespan.

Engineers say the inspection process itself is fairly straightforward and fast. 737NGs are the generation of models made prior to the 737 MAX. The 737NG is the model designated as 737-600, 737-700, 737-800, or 737-900. It started production 1996. The last one rolled off the factory floor this summer in Renton.

Light cracking is occasionally found in pickle forks, but it's very unusual. Engineers say [fatigue](#) cracking, once initiated, grows every flight.

If a slight crack is discovered during a routine inspection, engineers run a scenario for how much they expect it to grow under typical conditions, then re-inspect at prescribed intervals.

"A crack like this is similar to when you see a crack in a coffee cup handle," the [retired](#) engineer tells us. "You can likely continue using the cup several more times, but there's always a risk that handle will break off and hot coffee will wind up in your lap." Teams in Seattle and Washington, D.C are working on this. A source within the federal government says FAA inspectors were excited and happy to get the call from Boeing. The source says they are "...elated that the bloodline of safety is alive at Boeing." That same source worries about how economic concerns for Boeing impact safety.

Just this week, Boeing re-organized its management structure when it comes to safety. There's even a committee on the Board of Directors now with direct oversight of safety.

Until the extent of the issue is discovered, it will be difficult to determine what maintenance crews will need to do. So far, there have been no government orders for mandatory inspections. Boeing and the FAA will want to know why the pickle forks are cracking, and why it's happening so early. We're told it could be something as simple as a manufacturing flaw with a small number of planes and not something widespread. This could be a [pain](#) for scheduled maintenance on planes. We're told a ["fix"](#) to a pickle fork with extensive cracking will require mechanics to remove and replace the pickle fork fitting. It stretches around 25% of the circumference of the fuselage. A Boeing 737 has four pickle forks.

The retired engineer said the cracks were really surprising, used an expletive, then said, "This is not good news," and added, "It's really urgent to investigate."



In scathing lawsuit, Southwest pilots' union says Boeing 737 MAX was unsafe

Almost 10,000 pilots who fly for Southwest Airlines filed suit against Boeing

October 7, 2019 - by [Dominic Gates](#) for [seattle times.com](#)

The union representing almost 10,000 pilots who fly for Southwest Airlines filed suit against Boeing in Dallas Monday, alleging in blistering language that the jetmaker deliberately misled its pilots about the safety of the 737 MAX aircraft.

Filed on behalf of the Southwest Airlines Pilots Association (SWAPA) — whose pilots fly the largest fleet of 737s in the world — the lawsuit seeks damages for loss of wages and other costs due to the grounding of the MAX, which the union estimates at \$115 million through the end of this year.

In a scathing indictment of Boeing, the suit **directly attacks the manufacturer's integrity**. It accuses Boeing of deliberately putting profits ahead of safety considerations.

The lawsuit alleges **Boeing falsely represented that the "737 MAX aircraft was safe, airworthy, and was essentially the same as the time-tested 737 aircraft that SWAPA pilots already were flying."**

"Boeing made a calculated decision to rush a re-engined aircraft to market to secure its single-aisle market share and prioritize its bottom line," the introduction to the suit states. "In doing so, **Boeing abandoned sound design and engineering practices, withheld safety...**

Read more <https://www.seattletimes.com/business/boeing-aerospace/in-scathing-lawsuit-southwest-pilots-union-says-boeing-737-max-was-unsafe/>

Southwest Airlines Just Killed A Perk Passengers Have Loved For 36 Years. The Question Is Why

Nothing lasts forever, but the reasoning here is a touch opaque.

By [Chris Matyszczyk](#) Owner, Howard Raucous LLC@ChrisMatyszczyk



GETTY IMAGES

[Absurdly Driven](#) looks at the world of business with a skeptical eye and a firmly rooted tongue in cheek.

There are airlines that want the skies to be friendly to passengers.

And there are airlines that only want those skies to get their passengers to their destination, mostly on time.

[Southwest Airlines](#) is surely in the former category.

Not only does it advertise itself with more smiles than a denture sales convention, but it has generally championed passenger-friendly aspects when much of the rest of the airline industry has given up.

It doesn't charge baggage fees, for example. And flight changes come with the minimum of fuss and, more importantly, no nasty charges.

This week, however, the airline put an end to a perk that was a delight for a particular group of customers.

Those who have lived a little.

If you were aged 65 or more, you could avail yourself of Senior Fares.

Yes, just as at movie theaters and other arenas of joy, Southwest would offer discounts to seniors.

And now, after 36 years, that perk is gone. Yes, [just like the airline's peanuts](#).

Naturally, I asked the airline why it had taken such a painful decision.

A Southwest spokesman told me:

After careful evaluation of the overall fare product, we've made the decision to sunset the Senior Fare option.

What a relief.

The fares haven't been killed with ruthless abandon. They've been carefully sunsetted. Sedated, perhaps, until they didn't feel a thing.

Still, what did the careful evaluation entail?

Were too many seniors taking advantage of these deals?

Did the airline fear that millennials would start objecting that there were no fares specially designed for them, in their relative penury?

Or might this cancellation have helped Southwest make a little more [money](#)?

The airline has been the one most exposed to the grounding of the Boeing 737 MAX.

It had 34 of the planes -- 10 more than American Airlines and 20 more than United.

Southwest [was canceling 150 flights a day](#) because of the MAX and this has made a dent in its ability to please the acquisitively greasy members of the Wall Street mob.

Southwest wouldn't be drawn any further on the true reasons behind this dying of the light.

Instead, its spokesman told me:

Many of the same [benefits](#) that come with the Senior Fare product are just as easily achieved with Wanna Get Aware fares, including everyday low fares and reusable funds should a customer cancel their trip.

It's also true, though, that nibbling away at a long-standing perk can begin to erode customer adoration, especially among those like [seniors](#) who are blessed with some disposable income.

Still, I'm sure Southwest's actuaries made their calculations and believe this will have no lasting effect.

I confess, however, to enjoying the idea of seniors perhaps protesting at Southwest check-in desks and demanding their fares back.

Or even taking the airline to court and claiming discriminatory practices.

After all, Southwest isn't doing away with its special children's fares.

FAA Wants Action On Declining Pilot Skills

[Russ Niles](#)

October 6, 2019



The FAA has formally requested the International Civil Aviation Organization (ICAO) to address the issue of declining manual flight skills among airline pilots. In a brief submitted to ICAO, the agency says pilots have become too dependent on aircraft systems and either haven't adequately learned or have not maintained their ability to manually control their aircraft, particularly during the emergencies that result in loss of the systems. "When automation ceases to work properly, pilots who do not have sufficient manual control experience and proper training may be hesitant or not have enough skills to take control of the aircraft," the FAA report to ICAO said.

The issue has some institutional roots in that most airlines mandate the use of automated systems for almost all phases of flight. There have also been suggestions that when things go wrong, the airplanes issue so many differing alarms and alerts that pilots become overwhelmed and unable to prioritize corrective action.

Could Qantas Pilots Veto 20+ Hour Flights?

OCTOBER 7, 2019 BY BEN (LUCKY) 17QANTAS

As most of you are probably well aware, Qantas wants to fly nonstop from Sydney and Melbourne to New York and London. While it seems like good progress is being made, could the project possibly be killed before any planes are even ordered?

In this post:

- [What Is Qantas' Project Sunrise?](#)
- [Could Qantas Pilots Block Project Sunrise?](#)
- [What Do Pilots Want From Qantas?](#)
- [Bottom Line](#)

What Is Qantas' Project Sunrise?

Currently the world's longest flight is operated by Singapore Airlines' A350-900ULR, as the airline flies [nonstop between Singapore and Newark](#). That flight covers a distance of over 9,500 miles and can take up to 18 hours.

For quite a while [Qantas has been talking about](#) how they'd like to be able to fly nonstop from Melbourne and Sydney to London and New York. They call this goal "Project Sunrise."



The catch is that currently no plane exists that can operate these 10,000+ mile, 20+ hour flights nonstop. Qantas has asked Airbus and Boeing to develop planes capable of operating these flights, and right now it's looking like [Airbus is close to announcing the A350-1000ULR](#), which they say would meet Qantas' specifications.

Qantas has said that they hope to decide on a plane for the project by the end of the year, and launch flights by 2022. Qantas will shortly even be [operating some test flights](#) from New York and London to Sydney, which they're doing with very lightly loaded and newly delivered 787-9s.

Obviously there are lots of hurdles to overcome:

- Qantas needs to find the right plane (which they're close to doing it seems)
- They need regulatory approval for the plane and routes
- They need to get their employees onboard with this, because it requires new contracts
- The route needs to be financially viable

Well, those last two points are proving to be a bit of a challenge, it seems.

Could Qantas Pilots Block Project Sunrise?

Qantas' CEO Alan Joyce is a crafty guy, especially when you look at how he has negotiated with unions in the past (including shutting down the airline in 2011).

Last week while talking about Project Sunrise Joyce said that the airline could cancel the project unless their pilots [agree](#) to amended workplace employment conditions and a new enterprise bargaining agreement (EBA).

I do think both sides see this as an opportunity to gain leverage:

- Pilots have expressed concern over safety and [fatigue](#) on these ultra long haul flights, and some pilots also have sour grapes following their 2015 contract negotiations

- Since this translates to growth (meaning more [jobs](#) for pilots), presumably management wants some concessions and an agreement that won't be too costly here

Back in 2015, management and the union spent many months negotiating a new agreement, as the company was looking for a 30% improvement in "productivity" from pilots.

The pilots union has already said that they think the timeline that Joyce wants for negotiating this new contract is "challenging," especially as Qantas is potentially looking at ordering planes within months.

So really both sides have leverage here, the question is who will play their cards better.

Read into this how you will, but it's also interesting to note that the New York to Sydney research flight will be operated by Qantas' (lower paid) London based flight attendants, and they'll be flying a very circuitous roster to make that happen. So we could also see issues with the flight attendants union.

What Do Pilots Want From Qantas?

AIPA, the union representing Qantas pilots, is "cautiously optimistic" about this new project. As [a representative for the union explained](#) a while back:

"We think the value to Qantas and the strategic benefit goes beyond this pilot EBA negotiation. Obviously we are willing to negotiate and discuss how they feel our contract may assist, but the strategic benefit to Qantas is clear and transcends the pilot contract in itself.

For the pilots in the operating seat after a 20-hour plus flight, if you are arriving in the northern hemisphere in bad weather clearly you are going to need peak performance. So the on-board rest will be vitally important."

I don't think pilots will use this to necessarily directly request a pay increase, though there are a couple of other ways they could bargain:

- Currently a long haul flight has at most four pilots (so that each can rest for nearly half the flight), though given the length of these flights, could we see them request 5-6 pilots instead?
- On ultra long haul flights Qantas has one captain, one first officer, and two second officers, while other airlines might have two captains and two first officers (or some other combination). The benefit for Qantas is that the second officers are on a considerably lower pay scale, since the second officers aren't as experienced. Could we see the union negotiate that these flights need additional "senior" pilots, whether that comes in the form of two captains, all captains and first officers, or some other combination?

Keep in mind that pilots typically can fly at most 1,000 hours per year, so we're talking about 80 hours per month. Assuming the aircraft type used for these routes is exclusively used for ultra long haul flights, the pilots will basically be operating two trips per month. Admittedly they're very long flights, but this will essentially be a [part time job](#) in terms of days off.

It will be interesting to see how this plays out, as this is definitely something that needs to be figured out before Qantas places an order for a new plane.

Bottom Line

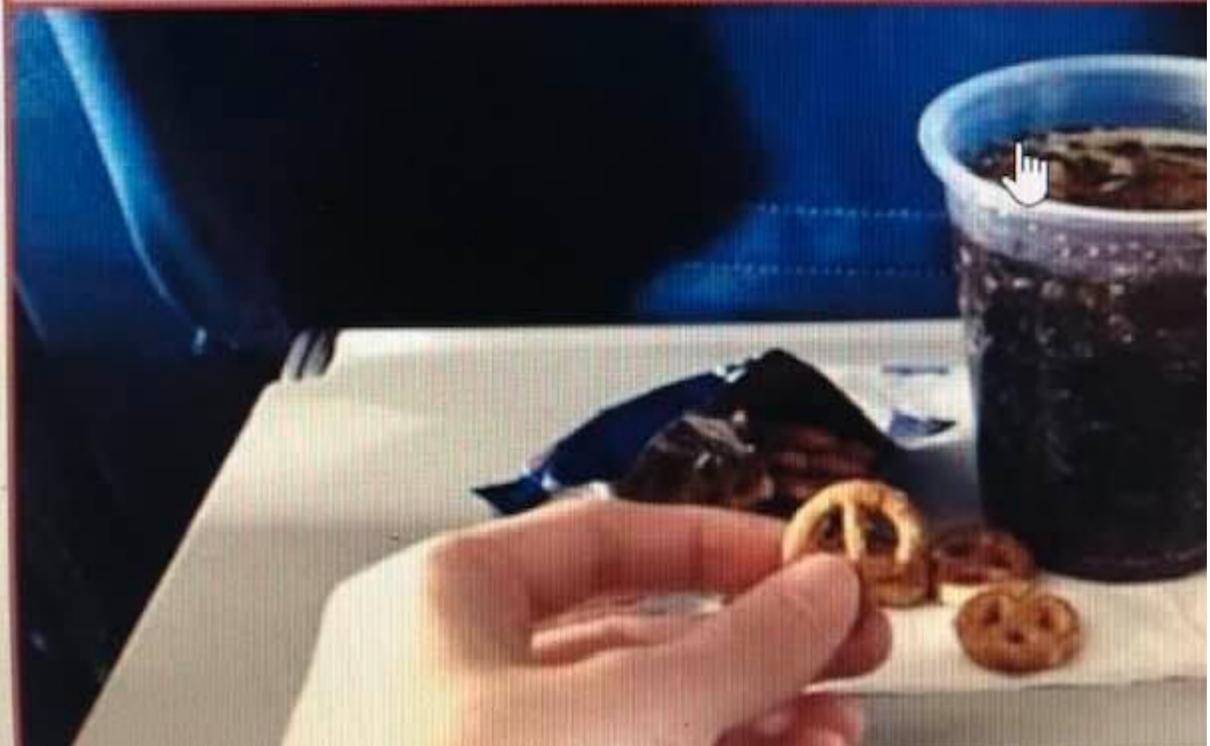
The prospect of Project Sunrise is exciting, though there are still quite a few hurdles for the airline to overcome. Pilots have some leverage here for sure, though at the same time Joyce is known to be a pretty tough negotiator.

It will be interesting to see what kind of conditions management and the pilots union agree to for these flights.

OMG SUSAN, CAN YOU IMAGINE HOW LUX



PLANES IN 50 YEARS WILL BE





GONE WEST - 2019

* Denotes Golden Eagles member

NAMES IN RED DENOTE ADDED SINCE LAST UPDATE

Bob Pigors

Harry Watson *
Almond Carroll
Thomas Steele
John Huber
Robert DeGrishe
Robert Hutten
Carl McGee
Charlie Walker*
Joe Portlock
Dan Brady
Warren Beckman
Ray Bukovsky
Joseph Mesimer
Hal Sheads*
Ralph Bellerue *
Bob Pries
Glenn "Spike" Squires
G. M. "Casey" Cameron *
Larry Mechem *
Robert Foley
Richard Bombard
Roy Snead
Tony Eggers
Phillip Kemp
Gus Wenzel
Don Griffin *

Jan 3, 2019
Jan 10, 2019
Jan 22, 2019
Jan 27, 2019
Feb 27, 2019
Mar 5, 2019
April 6, 2019
April 8, 2019
April 14, 2019
May 1, 2019
May 9, 2019
June 29, 2019
June, 2019
June 3, 2019
June 3, 2019
June 12, 2019
July 11, 2019
July 13, 2019
July 18, 2019
July 26, 2019
July 29, 2019
July 31, 2019
Aug 15, 2019
Aug 21, 2019
Aug 22, 2019
Aug 24, 2019
Aug 24, 2019



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

Dave Newell
EVP/Golden Eagles Email Liaison
EVP_EmailCoordinator@thegoldeneagles.org



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