



## ALPAWatch 2009 Candidate Questionnaire

1. Do you have any prior ALPA experience? If so, what positions did you (do you) hold and when?

Answer: Yes. Please visit my website at your convenience: [www.RlbC20.com](http://www.RlbC20.com)

2. Almost every pilot at this airline is flying more and has less time at home. Why are you volunteering even more of your time and effort for ALPA work?

Answer: "To reverse the decline, stabilize and improve the pay, working conditions, retirement, benefits and job security of the Delta Pilots; to always be mindful of Safety and Security," I believe in this statement! My wife and two children have and will continue to support me in my efforts to serve our pilots. In the end the work that we do as volunteers is directly for the families of our pilots.

3. As an LEC Representative, you will have a dual representative responsibility. You will represent the pilots in your base, but your votes also affect the entire pilot group. When there is a conflict between the needs of these two groups, explain how your vote would be weighted, more towards the pilots in your base or more towards the pilot group as a whole.

Answer: If elected, I will always keep the best interests of ALL Delta pilots in mind when making decisions. I believe that if ONE Delta Pilot has a problem then ALL Delta Pilots have a problem. This is my definition of unionism. It will be my responsibility to present the will of Council 20 pilots before the MEC. Process will lead to consensus and that consensus will have the strength of the group as a whole! With that strength we shall accomplish the quoted statement in Answer 2 above.

4. Do you believe pilot unity is important? If so, how will you promote pilot unity at your base? Within the Delta pilot group as a whole?

Answer: Absolutely I do. As a negotiator, I witnessed firsthand the strength of a UNANIMOUS resolution from our MEC and pilot group. That UNITY contains the power to alter management's position. The ability to gain the respect of many agencies such as the FAA, ATA, ICAO, D.C. etc. Through my NW ALPA experience over the past years I witnessed our unity weakened. It is my opinion that this marginalized our pilot group. Unity has not been an advertised goal of

Council 20. We are experiencing entrenched battles to date. This campaign has witnessed the division. As a rep I would not tolerate pilot on pilot attack. Though we feel confident that our communications amongst ourselves are private it is fact that “outside” agents such as management, media, and others are watching. Our leaders MUST commit to a unified front and message that bears witness to all.

5. Candidates frequently say they want to improve MEC Communications. What is right and wrong with our communications and what would you do to correct the deficiencies? Do you think we need more transparency in ALPA’s day-to-day business? If so, how might this be accomplished and how and why would more openness be important?

Answer: We are “new” Delta pilots. Information overload is a constant struggle. I believe that this distraction has led to present day apathy. Many things have occurred since we merged our MECs. The delivery of that content has not met the high standards that we as pilots have demanded in the past. Advance meeting agendas, meeting minutes, goals and direction are all very important to our pilots. Our union members demand and deserve the timeliest and most accurate information available! If elected, I would solicit and review from our Council pilots what Communication and in what format they want it. Throughout this campaign I have supported a communications effort. I have enlisted new technologies such as a personal website [www.RlbC20.com](http://www.RlbC20.com) that includes a “Blog” in addition to useful news and links. I have used ALPA emails, printed materials in the pilot’s mailboxes. I have a twitter account [@RlbC20](http://www.twitter.com). I have used “text messaging”. And I have always maintained an efficient and effective way to reach me through email; [RlbC20@gmail.com](mailto:RlbC20@gmail.com), website: [www.RlbC20.com](http://www.RlbC20.com) , and personal cell phone number: 330.277.3122. If elected, I would strive to improve transparency through the use of communication technology such as online chats with reps and pilots, teleconference calls as we have used in the past, Council Blog etc. It is through clear and detailed communications that the message and goals of 12,000 plus Delta pilots will be accomplished.

6. Explain your position regarding the current Scope clause on our PWA. What do you think we need to do to improve our Scope protections and recover some of the lost flying to DCI's?

Answer: Section One of our agreement defines the recognition of the Association as the collective bargaining representative. Beyond that airline management has no appetite for contracts defining who shall do its flying. Northwest management’s bankruptcy opener offered no more than Recognition. It is the resolve and the will of the group to maintain and improve these indispensable provisions. As is the rest of the contract, Section 1 is subject to pattern bargaining. The industry entered the bankruptcy era with two of our weakest carriers; UAL and USAirways. Their Scope sections were “obliterated”. This is how the 50 seat cap disappeared. UAL now operates over 100 larger RJs in a two class configuration. Scope is not reserved to only the domestic small aircraft struggle.

One look at the proposed UAL Aer Lingus deal that “will launch a shared Washington Dulles-Madrid service beginning in April 2010 and are mulling other possible joint ventures to exploit the year-old "open skies" pact between U.S. and EU aviation authorities” (Dublin Ireland AP) should be a wakeup call. The APA at American has been bargaining for a long time. Their resistance to Scope relaxation lies at the heart of their discussions. In this cycle of bankruptcies American and Continental were spared. Currently AMR operates 25 single class CRJ700s along with 50 seat and smaller feeders. CAL pilots are now in negotiations and Scope will be a focus. We must support these pilot groups with their effort to defend their flying. The last 30 years of regional carrier growth has not been positive for any pilot’s career. Both of my parents worked for the original Allegheny Airlines. They were able to put three children through college and buy a nice home while working for an airline that flew Convairs and BAC 111s. They also had pensions until Airway’s PBGC termination. Allegheny the regional carrier for USAirways today does not offer the same career. Why? Between Delta and our DCI carriers there are over 17,000 ALPA pilots. If we could come together in a formal way management would have to deal with us as an alliance and not as a whipsawed group. We currently do this with Skyteam pilots through the Skyteam Pilots Association. Finally, the “Flow” agreement has been successful in mitigating furloughs through this economic downturn. With luck we shall approach the economic upturn while flowing pilots up and into Delta. This synergy of interests between pilot groups is a start. We must make it bigger and better together.

7. As the biggest pilot group in ALPA do you think that puts DAL ALPA in a leadership position for all ALPA pilots when it comes to returning this profession to place of prominence? If yes, is there a road map to return this profession to what it needs to be? What does that road map look like and if you are not aware of such a road map, what do you think it should look like.

Answer: Unity across pilot group lines is what Capt. Behncke, the founder of our union, envisioned. By default and size Delta ALPA will continue to be in a leadership position. Sharing ideas and strategy is a must. We all must file flight plans for every flight. Strategic Planning to plot our MECs course is the same. Recently, our leadership held such a meeting. I only hope that they will communicate their findings in a timely matter. If I am elected, I will ensure your input is reflected in the direction of our future strategic planning. Your satisfaction will measure the results of a strategic plan.

8. Please list in order of importance your first 3 items of business if elected to C20 LEC Office.

Answer: First: To thank each and every pilot that voted to help ensure the protection of our collective futures. Second: Establish Council 20 communications that facilitate the transparency and effectiveness to and from our MEC. Third: Work to assure SOC occurs smoothly for each council pilot and his family.

9. What do you think the primary responsibilities are for the position you are seeking? How do those responsibilities relate to the everyday line pilot?

Answer: Restoration of OUR Contract (PWA) to IMPROVE the careers and daily lives of our pilots and their families!

Fraternally,

Ron Barnett  
Cell: 330-277-3122

---