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My Fellow Pilots:

The time for you to nominate your representatives is upon us. That being the case, I would like to take a moment to expound upon a few of the topics I discussed in my first letter to you.

I have gotten some great feedback from many of you wishing to discuss the issues that you feel are important. I have also received a lot of questions regarding my views on these issues; therefore, I would like to quickly revisit where I stand and what I would like to focus on as your captain representative.

First and foremost, your representatives represent you. Every representative is certainly entitled to an opinion, but the emphasis must be placed squarely on those issues deemed important by you, the line pilot.

I feel that one of the most important issues facing us today is scope. I have been expressing my opinions and fighting for scope protections since my very first day at Delta, almost 13 years ago. Over the years, it has often been a lonely quest, and it has been very encouraging for me to hear it finally emerge as a hot button topic. It is an extremely important issue and I am glad to see it on many people's agenda. You can rest assured that I am not just giving lip service to get your nomination; this is an issue of utmost importance for me, and for all of us. Every avenue and opportunity needs to be explored and exploited to the fullest in order to protect the careers of the Delta pilots and recapture lost ground in Section 1 of our contract.

Communication is another subject I would like to touch upon. We have made some big improvements in this area; however, I think we can do more. I am fully aware of the commitment required to do this job, and I am ready, willing, and able to make that commitment. Your representatives need to be available to you whenever you need

them, and I am fully committed to that philosophy. I would also welcome any feedback or suggestions, as I feel open lines of communication benefit all of us.

Unity is the final topic I would like to discuss. Every section of our contract is in need of improvement, in some cases *drastic* improvement. We have sacrificed the most, and have earned the right to restoration. In order to do that, we are going to have to move forward as one unit. No longer is council 44 the sole driver of the MEC. We will find ourselves in different territory for 2012 as the largest council, but not the majority of the MEC. We need 4 representatives in office, working as a cohesive unit, who will aggressively defend, enforce, and improve our contract. I would like to be part of that team and help make a difference, so that we may see exactly what 12,000 unified pilots can accomplish.

I hope that this reaffirms my commitment to the pilots of council 44. I encourage any and all of you to continue your inputs to me at any time. The nomination window is open, and I ask that you write Chad Smith on you ballot as a captain nominee. Feel free to call or email any time with questions or comments.

Fraternally,

Chad Smith  
770-883-2926  
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Fellow pilots,

The council 44 elections are approaching, and the nominations for those who would like to represent you, even sooner. I wanted to introduce myself, offer my service as a council 44-captain representative, explain my views on representing the pilots of Atlanta, and ask for your help in my nomination when the

ballots are issued on September 1.

For those of you who do not know me, I'll offer a bit of background. I was hired in January of 1997 as a 727 FE. It was a fortunate time to be hired, as I went 727FE, 727FO, 727INS, and 737A in short order. After 9/11, I helped close down MCO, briefly went to the right seat of the 737-200, and then bid ER FO in both NYC and ATL. In 2005 I again returned to Captain on the -88, where I have now been for almost four years. Prior to Delta, I worked for TWA, Trans States, American Eagle, and Great Lakes.

I am married with two children, and live in Athens, GA. I have yet to hold elected office at ALPA, although I have been serving as a volunteer for most of my 12.5 years with Delta. My experience has come in the following areas: contract administration, jump seat, CIRP, PBS, and currently security.

Our pilot group, and the industry as a whole, is facing some very important issues and times ahead of us. They are too numerous to list without writing a book. Needless to say, I am extremely interested in aggressively defending and improving our current contract. I would like to accomplish this both inside and outside of section 6 negotiations. I also aim to vigorously defend our pilots in disciplinary action--a behind the scenes task that is extremely important, though not as glamorous.

I think everybody would agree that our entire contract is substandard with regard to our level of responsibility. This election cycle will determine the leadership team that will lead us into contract 2012. I wish to be involved, influential, and proactive throughout these negotiations. In short, I would like to back away from my keyboard, listen intently to your concerns--many of which I hold myself--and aggressively pursue those interests as your representative.

I firmly believe that we need some new ideas, and therefore, new faces on the MEC. Traditional areas of compromise, such as scope, need some much overdue attention, education, and reversal. Some areas, such as sick leave and scheduling are safety concerns. Others, such as pay, just need to increase.

I urge you to give me a call, email me, or stop me in the lounge and ask questions. I humbly ask for the opportunity to serve as your captain rep. Call me anytime.

Fraternally,

Chad Smith  
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