

Exhibit 1



BPR Telephonic Meeting Recap

The Board of Pilot Representatives conducted a Telephonic Meeting on Tuesday, May 31, 2011.

In addition to Officer Reports, the scheduled agenda included:

- Officer Reports
- Status of USAPA Complaint for Declaratory and Injunctive Relief regarding the Company's violation of labor laws, including the status quo

President Mike Cleary called the meeting to order at about 1735 ET.

A motion to amend the agenda to include a review of the Contract Hotline was then approved by the Board.

President Cleary opened the meeting with his President's report, first advising the Board that Negotiating Advisory Committee member Jeff Davis has been counseled by his doctors as part of a treatment plan to step back from his union work for a few weeks.

President Cleary continued his report with a discussion of USAPA's legal filing in N.Y. regarding the Company's violation of the status quo.

- It became clear that the Company is laying the foundational work to try to get an injunction against the union for violations of the status quo provisions of the RLA. We base this upon VP Labor Hemenway having sent a series of letters, two on December 23, one on January 28, one on February 11, and one on April 28, all alleging violations of the status quo by the union or the pilots. In each instance USAPA responded with an accurate record of denials of the allegations and with requests for the Company to provide the union with more specific information. (They never replied with the requested information.)
- USAPA filed a complaint in the U.S. District Court Eastern District of New York, alleging three counts:
 1. That the Company has violated their duty to maintain the status quo during the negotiations
 2. That the Company has violated the legal obligation to exert every reasonable effort to reach agreement on a new collective bargaining agreement
 3. That the Company has violated the legal obligation to exert every reasonable effort to resolve disputes arising out of the application of the existing collective bargaining agreements

Following the President's report, USAPA attorney Brian O'Dwyer answered several questions from the Board:

- The complaint is not related in any way to the Company's own lawsuit requesting a Declaratory Judgment

- The Company has 21 days to respond to the complaint
- The Company can request a change of venue, but generally some deference is given to the venue chosen by the plaintiffs (USAPA)
- USAPA's action does not preclude the Company from filing their own suit, although if they did it would appear retaliatory in nature, casting doubt on its merits and raising a question of good faith

Vice President's Report

USAPA Vice President Randy Mowrey then provided the Board with a brief Vice President's update. The Security Committee has advised him, as confirmed by sources at both the AFA and within the Company, that US Airways President Scott Kirby was disorderly on two US Airways flights, one of them a Manchester to Philadelphia flight. Apparently the incident started when Kirby had a disagreement with one of the flight attendants. Further confirmation and details are still being sought by the Committee.

The Security Committee has continued its investigation of more robust solutions to the identity theft issue than the LifeLock membership offered by the Company. At the moment the Committee reports that it appears Debix offers the best solution, but they will provide the membership with a complete update shortly.

Secretary-Treasurer's Report

Secretary-Treasurer Rob Streble provided the Board a brief update: the union's finances remain good. The recent, unplanned complaint against the Company will require either rebudgeting and/or reallocation to be determined by the Board.

S-T Streble then brought a list of pilots to the Board for a vote to bring them in as new members, which the Board did unanimously.

Executive Vice President's Report

EVP Gary Hummel reported to the Board that the move to the office was going pretty well.

Following the Officer's reports, the Board moved the Contract Hotline agenda item. Following discussion, the Board passed a resolution directing the EVP to finalize a contract with former Contract Hotline Consultant Steve Myers that will also include a training schedule so as to train a minimum of two additional Contract Hotline Consultants (including, if possible, one East and one West pilot), to allow for seven day per week staffing of the Hotline.

With the Hotline agenda item completed, the meeting was adjourned at approximately 1910 ET.

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Exhibit 2



Legal Update

Yesterday, in another round of legal harassment, US Airways moved in Federal Court in Charlotte, NC for a temporary restraining order to stop USAPA's effort to promote a safe working environment for its pilots and the passenger public. A hearing on its motion is presently scheduled for 11:00 AM on Friday in Chief Judge Conrad's courtroom. The latest filing by US Airways is just another attempt to silence USAPA pilots in our efforts to insure the safety of US Airways' passengers and equipment. The latest legal maneuvers come shortly after we brought to the attention of the public, by taking an advertisement in USA Today, that US Airways is engaged in a campaign to intimidate its pilots for requiring that US Airways have a culture of safety in its operations.

We continue to be gravely concerned about passenger safety, reasonable cabin conditions and properly maintained, safe equipment. By alleging that pilot concern for passenger safety, equipment repair, and minor increases in flight preparation time amount to a work action, and by asking the court to issue an injunction prohibiting pilots from addressing these legitimate concerns, US Airways demonstrates yet again that what it is concerned with is only its profits and not the well-being and safety of its pilots, crews and the traveling public.

We have been working diligently with our attorneys and the matter will be vigorously defended. We will keep you updated.

USAPA Legal

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Exhibit 3



THE IRON COMPASS

— Ongoing Items —

In any week, your Union is confronting issues on literally dozens of fronts. Let your voice be heard. Get involved.

In addition to the subjects in today's Compass, below are some of the past issues we have discussed.

UPEAF Payroll Deduction

Pilots are now able to contribute to the US Airways Pilots Emergency Assistance Fund (UPEAF) via payroll deductions. [Download the UPEAF Payroll Deduction Form](#)

Upcoming USAPA Events

- Aug 9-12** Negotiating Session with NMB, US Airways
- Aug 15-17** Grievance Arbitration: DIS

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Legal Update

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We continue to be gravely concerned about passenger safety, reasonable cabin conditions

10-07-003
EAST,
Termination
CLT Domicile
Officer Elections
close at 1400
ET

Aug 18

[Click here for the full
USAPA Calendar](#)

USAPA Officers

President

Mike Cleary

Vice President

Randy Mowrey

Secretary-Treasurer

Rob Streble

Executive Vice President

Gary Hummel

and properly maintained, safe equipment. By alleging that pilot concern for passenger safety, equipment repair, and minor increases in flight preparation time amount to work action, and by asking the court to issue an injunction prohibiting pilots from addressing these legitimate concerns, US Airways demonstrates yet again that what it is concerned with is only its profits and not the well-being and safety of its pilots, crew and the traveling public.

We have been working diligently with our attorneys and the matter will be vigorously defended. We will keep you posted.

- USAPA Legal

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Security Update

In its monthly update, the Security Committee introduces the new Security Guidebook, reviews protocol regarding corporate security officers, discusses the FFDO NDB, and provides guidance on the new TSA procedures for known crew members. Click [here](#) to read the full update.

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Hotel Update

The Hotel Committee provides an update of the hotel facilities in CLT, GDL, LAS, OAK, PBI, STL, and YYC. Thanks to all pilots who have submitted comment forms, both positive and negative, about the current portfolio of hotels in the system. While not everything is perfect, your comments help us tremendously as we work to improve the hotels. Please click [here](#) to read the full update.

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Membership Services/Furlough Update

Please click [here](#) to read the full update about the newest members of the US Airways and USAPA families, as well as find information about the number of pilots currently on furlough. In addition, we are looking for additional members to join our committee; please email membership@usairlinepilots.org if you are interested.

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Grievance Update

Last week, USAPA received a final decision from Arbitrator Kasher regarding MEC 06-08-04: Hotel Selection Criteria. Hearings concerning this dispute commenced in June of 2009 and concluded in June of 2010. Unfortunately, the Arbitrator did not find any violations of "Past Practice" concerning the Company's selection of two specific hotels: Chicago and Boston. To read the full update with additional details, please click [here](#).

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CLT Election Notice

Polls are Open: CLT Domicile Officer Election

The CLT Domicile Officer election is being conducted by electronic ballot using the telephone and Internet, through BallotPoint Election Services voting system.

As provided in Article IV, Section 4B of the USAPA Constitution and Bylaws, all active USAPA members who are based in CLT and in good standing at 1400 ET on August 18, 2011, will have their vote counted in the CLT Domicile Officer election. The candidates for the CLT Domicile Chairman officer are (in the order in which they appear on the ballot):

Doug Mowery
Bill McKee

The candidates for the two (2) CLT Domicile Vice Chairman positions are (in the order in which they appear on the ballot):

John Mahlman
Steve Crimi
DeWitt Ingram
John P. Owens

All active CLT-based members who are eligible, or who may become eligible, during the election process may cast a ballot. However, ballots cast by members who are inactive or in bad standing will be rejected during the election certification process. It is the member's responsibility to maintain eligible status as defined in the Constitution and Bylaws.

All members will receive a Voting Notice and Instructions in the mail. **If you do not have a VIN/PIN**, follow the instructions in the notice. **If you still have your VIN/PIN from previous elections**, you may immediately access the BallotPoint Election Services voting system.

To vote by *Internet*:

- Go to <https://www.ballotpoint.com/USAPA/> (Click on the link, or be sure to type in the s in https.)

To vote by *telephone*:

- Call (800) 826-5530 and follow the voice prompts.

If you have any questions, please contact the USAPA Ballot Certification Committee by phone at (704) 936-4576 or (877) 332-3342 x4576 or by email at ballot@usairlinepilots.org.

POTA Tracking

Fellow pilots,

As you are all aware, when US Airways was looking for concessions and assistance in their times of need, this pilot group assisted the Company in many ways. One of these forms of assistance in the East agreement allowed for the Priority of Trip Assignment (POTA) for unanticipated shortages of operational coverage. This was not intended to be a daily occurrence as it sometimes is on certain pieces of equipment.

In an attempt to assist multiple USAPA committees, including NAC, Scheduling, Permanent Base Bid, and Contract Hotline, we will begin tracking the Company's use of POTA. This will assist us in monitoring staffing needs and trends. USAPA will use this information to ensure that US Airways is processing the assignments in a correct order and document needed staffing requirements.

In an effort to make this as easy as possible for our line pilots to report, you are now able to send an email to pota@usairlinepilots.org. You can also click [here](#) to fill out the required information online.

The requested information should include:

- Date of Trip
- Trip/Flight number/Pairing number
- Position (Captain/FO/IRO)
- Base of Trip Origination
- Base you are Domiciled
- Date and Time of Contact Form Scheduling
- Whether you or someone else accepted the POTA
- Other additional information pilot deems necessary

Because POTAs are an East issue per the East CBA, West pilots may not be familiar with the term. The West Contract covers these types of trips in Section 4, under *Incentive Flying* and *Involuntary Assignment*, and are paid at 135% and 150% respectively.

West Contract Section 4:

G. INCENTIVE FLYING: Incentive flying shall be paid at one hundred twenty five percent (125%) of the total credit.

H. INVOLUNTARY ASSIGNMENT: Involuntary assignments shall be paid at one hundred fifty percent (150%) of the total pairing or leg credit, as applicable.

Thank you for taking the time to forward POTA information.

- USAPA Communications

This Week's Safety First Review Items

FAA AIM 8.1.2 Fitness for Flight

A sinus block is prevented by not flying with an upper respiratory infection or nasal allergic condition. Adequate protection is not usually provided by decongestant spray or drops to reduce a congestion around the sinus openings. Oral decongestants have side effects that can impair pilot performance.

FOM 2.1.1 Fitness for Duty

Flight crewmembers will not report for duty when:

- ill,
- under serious mental stress, or
- while having a known medical deficiency that would render them unable to meet the requirements for a current medical certificate (e.g., recovering from surgery, etc.), or
- fatigued (see paragraph 13.7.5, "Fatigue").

FOM 13.7.5 Fatigue

It is ultimately the individual pilot's responsibility to determine their level of fatigue and ability to safely remain on duty.

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Tips for Using the USAPA Website

Reset Your Password

We've recently added a new password reset system on the website. If you forget your password, just enter your email address and USAPA number. You'll receive a confirmation link by email (if not, check your spam/junk folders). Just click on the link, reset your password and log in again.

Login Problems

"Username and password do not match or you do not have an account yet."

If you've tried to login to the USAPA website but received this error message, there should be an easy fix.

We believe this problem occurs when there is a discrepancy between your site password and the information you have stored in your Internet browser. If you see this error message, press the CTRL and F5 keys at the same time to reload your browser (on a PC). You can also delete your cookies and temporary Internet files (an option under Tools > Internet Options in Internet Explorer).

If you still have trouble, contact us at webmaster@usairlinepilots.org.

Member Search

To be listed in the new Member Search feature on the website, you will need to opt in. In the interest of protecting our members' privacy, your information is currently hidden. If you do NOT wish to make your phone information available to other members, no action is required. If you DO wish to make your information available, simply go to the "My Settings" area, select the appropriate "Allow other members to see this number" box and click the "Save button."

Member Search is located on the right side of the Members home page. To look up a fellow pilot, just enter the first and/or last name of the member for whom you're searching, including partial spellings (e.g. "Peter" vs. "Peters") and press the "Go" button.

Please note: Due to the initial opt-out of all pilots, pilots are adding their information every day. Your search results may increase you use the Member Search as more members opt in.

Click here to login and visit "[My Settings](#)."

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Operational Alerts & Reminders

▶ Please remember that we have 57 pilots on furlough.

▶ Adjusting only for parity for both pilot groups, today the Company owes pilots the following approximate amounts, in addition to retroactive pay:

East A320/B737 Captain/First Officer Lineholders: \$75,066/\$51,270.

Reserves: \$67,118/\$45,841.

West B757 Captain/First Officer Lineholders: \$9,240/\$6,098. Reserves:

\$7,905/\$5,217.

(Parity is the difference in current pay between aircraft types. Currently, East A320/B737 are paid less than West, and West B757 are paid less than East. The figures above represent those differences.)

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Security Committee Update - August 2011

Guidebook

The Security Committee has published a Security Guidebook that is not just a reference, but a guide to how to be mentally prepared for security challenges in our day-to-day lives as an airline pilot. The Committee spent the better part of the past year working on this with the help of the American Airlines Security Committee for the basis of the guide, and the company in the printing process. Everyone should have found one in their mailbox. If not, then notify the Committee and we will get you

one. The purpose of this guide was to be a catalyst to spark awareness of the security challenges out there and some thought as to how you would deal with them. The information comes from experts in the fields of law enforcement and personal security. [Click here](#) to download a PDF version of the Guidebook.

Corporate Security

There have been some questions lately about who these people are, what is their jurisdiction, and what they can and cannot do. Here is a basic overview:

- Traditionally, Corporate Security for an airline deals with such things as theft, fraud, and the physical security of the workplace (locks, IDs, etc.).
- Members may have a background in law enforcement, but they are not the police and do not have arrest authority.
- They are not the FAA and cannot enforce FARs.
- They are not the TSA and cannot dictate aviation security matters.
- They cannot, without due cause and specific direction from a chief pilot, take it upon themselves to interfere with a pilot in the performance of his or her duties.

FFDO NDB

In July the new NDB began replacing the previous method of transport and has already become a problem for the FFDOs using it. As with everything else in the FFDO Program, the TSA did not seek input from the end users in formulating their methods or equipment selection. It is the opinion of just about everyone that it is not an improvement over the previous method of transport. In fact, it is turning out to be huge in both size and degree of hassle for the user. The PHL assistant Chief Pilot sent a memo to all US Airways FFDOs addressing the particular problem with this NDB and the safes.

Although you are not required to comply with his request, to save yourself a lot of hassle, we recommend you seriously consider doing so.

CREW PASS HAS BECOME "KNOWN CREW MEMBER"

With all the uproar and resultant negative publicity last winter over pilots getting groped at the security checkpoint, the TSA succumbed to the negative PR and promised to implement a method to allow pilots to bypass security. There has been a "test" method in place for a few years called Crew Pass at three airports: PIT, BWI and CAE. Now they have moved on to what they call the "pilot" phase at MIA and ORD. These two airports have gone active as of 8-9-2011. 5 Other airports will follow shortly. The airports are: PHX, BOS, MSP, IAD, SEA. The duration of the "pilot" phase is unknown, or at least they are not telling anyone outside the hallowed halls of Washington.

The "Test" program: "Crew Pass"

The test program presently in place at three airports - PIT, BWI, and CAE - known as "Crew Pass", is administered by the TSA and uses CASS (Cockpit Access Security System) to validate pilots only. At the designated checkpoint a TSA agent with a laptop computer selects the pilot's airline in a dropdown box and enters the employee ID number. The present system utilizes AIRINC to access the airline CASS database. If there is a match, a picture of the pilot pops-up and the pilot is cleared to proceed and bypass security screening. This "test" program has been in place for approximately two years. Those of you that frequent PIT have seen how nice it is to use.

The "Pilot" program: "Known Crew Member"

Administrator Pistole has directed the TSA to expand on Crew Pass with a program that will eventually include both pilots and flight attendants. The ATA has taken control of this "pilot" program and named it "Known Crew Member". If and when it goes into effect, it will be at a limited number of airports for an undetermined time and will include only pilots. Then it will be evaluated before expanding to all major airports and including flight attendants. This program will mitigate costs by utilizing the existing CASS data messaging process and security protocols.

To give you an idea of the glacial speed at which the government and this industry operates, members of the Security Committee attended the first meeting about this at ATA headquarters back in April. At the conclusion of the meeting the agreement was "to have another meeting" (don't call us, we'll call you. . .). We have yet to hear of any progress since. Now

that the spotlight is off, they don't seem to be in any big hurry. The bottom line is this: WE DO NOT KNOW HOW LONG IT WILL BE BEFORE THIS IS FULLY OPERATIONAL.

KCM Overview

Crewmembers

Q. What should I expect when using a KCM access point?

A. Expect to enter the sterile area of an airport via an alternative access portal, which may be separate from the security-screening lanes. You must be in uniform and will be met by a screener who will ask for both your company identification and a TSA-accepted form of photo ID such as a passport or driver's license. The transportation security officer (i.e., screener) will match the identification to your appearance and confirm your identity and current employment status via the KCM system. Once these tasks are successfully completed, you will be allowed to proceed into the sterile area, normally with no other screening or inspection of your person or accessible property. It is possible, however, that you and your accessible property items may be selected for random physical screening. Random screening is built in as a check and balance to ensure the integrity of the KCM system. In the future, a biometric reading (e.g., a fingerprint) may also be required at the access point. Pilots are asked to help expedite the access process by being ready to present both forms of identification to the screener and helping them to locate the employee number on your airline ID card.

Q. How long will this process take?

A. Under normal circumstances, a typical KCM transaction should require about 10 to 15 seconds. The time required to complete the process is contingent on a number of factors, such as the speed at which the system responds, or the presence and length of a queue, as other pilots may be waiting to be processed.

Q. Does KCM mean that I will never be screened in the traditional checkpoint fashion when passing through a KCM access point?

A. No. Pilots may be directed to passenger-screening lines as part of a random screening-selection process, or whenever the KCM access point is not operational. Should the KCM access point become inoperative, TSA security officers will direct pilots through passenger-screening checkpoints.

Q. What should I do if I am selected for random screening at a KCM access point?

A. Cooperate. Random screening is a normal feature of any alternative form of screening. It is incorporated for your protection and to ensure the integrity of the system.

Q. Does using KCM preclude any chance that I may be selected for additional screening after I successfully transit an access point and proceed into the sterile area of an airport?

A. No. All air-carrier employees are subject to TSA screening practices conducted within sterile areas, which include roving screening teams, random gate screening, and questioning by behavioral detection officers (BDOs). KCM does not exempt a pilot from complying with these additional screening techniques.

Q. Will my carry-on items be inspected when I proceed through a KCM access point?

A. No, unless you are selected for random, passenger-style screening, in which case, both you and your carry-on items will be screened via traditional checkpoint screening protocols.

Q. Am I permitted to escort anyone with me through a KCM access point?

A. No. Every person who attempts to enter the sterile area of an airport via a KCM access point must be cleared individually by a screening officer.

Q. Am I permitted to transport additional carry-on items that are not my own through a KCM access point?

A. No. Pilots are permitted to bring only their personal carry-on items through a KCM access point. You may not transport carry-on items that are not your own when entering an airport sterile area via KCM.

Q. What should I do if the TSA cannot validate my identity and employment status at the KCM access point?

A. If the TSA cannot confirm your identity or current employment status at the KCM access point, you will be directed to the passenger-screening checkpoint in order to access the sterile area. Please follow TSA instructions and do not attempt to resolve the issue with transportation security officers, as they are unable to rectify system failures or denials. A KCM denial could result from a database error that is nonspecific to you, or it might involve a miscommunication with your air carrier. If you believe that a KCM denial occurred relative to your employment status, please enter the sterile area as directed via the passenger-screening checkpoint and, when time permits, ask your MEC/pilot group security chairman/coordinator for assistance in rectifying the situation with your carrier.

Q. If I am a federal flight deck officer (FFDO), does KCM change how I access an airport sterile area?

A. No. Procedures for FFDOs are not changed by KCM. Continue to follow your SOPs.

Q. Does KCM change any other TSA regulations regarding when and what types of items I may carry onboard an aircraft?

A. No. You are subject to all existing uniformed crewmember regulations regarding the types of items that may be carried onboard an aircraft. KCM does not provide any other exemptions or privileges regarding the items that you carry, other than those already articulated in TSA regulations.

Q. How long does the KCM proof-of-concept trial last before rolling out nationwide?

A. ATA and TSA will collect data on the program's operation for 90 days once it begins at the first airport. A decision about expanding the program is to be made during the trial phase.

Q. Why are not all airlines participating in the KCM trial?

A. It is the goal of TSA, and ATA to ultimately include pilots of all U.S. airlines in KCM, but the trial started with those airlines that could be connected most easily and quickly. Other airlines will be added as the program continues. Flight crewmembers should check with their MEC/pilot group and airline for further information about their carrier's participation in the program.

Q. Are non-U.S. airlines involved in KCM?

A. Like the Cockpit Access Security System (CASS), there is no reciprocal agreement between the United States and other countries for use of KCM. We are interested in future U.S./Canadian reciprocity on KCM with the governments of both countries.

Q. Where can I submit feedback regarding KCM?

A. Questions and feedback by flight-crew members should be directed to their respective airlines. Improvements can be made in the future to rectify problems that are identified during the trial phase. Your patience during this phase of KCM is greatly appreciated.

Additional information on the Known Crewmember program can be found at: www.knowncrewmember.org

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Crewroom Computer Security

As most of you are aware, the crew room computers in PHL now have internet access! This is great for surfing the web while killing time. The HAZARD in using this service is that everything you do on this computer is recorded. While there is nothing wrong with this, be very aware: If you go to your email or personal banking websites there is a good chance that your personal information and passwords are also being recorded.

Please feel free to continue to use these computers for checking the weather and finding flight information etc. But for access

to personal accounts . . . use a secure computer!

Remember to keep filing your security reports at: securityreports@usairways.com

These security reports are being reviewed and actions ARE being taken to correct issues brought to light. Keep them coming. Especially about the FAM/LEO boarding procedures and the gate agent non-conformance of security procedures.

That's it for this edition. Be careful out there. . .

The USAPA Security Committee

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Hotel Committee Update

The Hotel Committee would like to thank all Crew Members for the increase in comment forms, both positive and negative concerning the current portfolio of Hotels in the system. Not all is perfect by any means, but we do try to improve the Hotels all the time and the comment forms help tremendously.

CLT - This city is our biggest concentration of Hotel rooms we have, due to the regular Crew layovers and most of all training events requiring rooms. We average 70 -110 rooms a night, depending on the respective training cycles. Trying to satisfy what's best for long and short training events has become a mess, in that the hotels we have are having a difficult time managing room types and transportation needs. We are currently trying to remedy the problems in CLT in order to get the best hotel options possible. We are also addressing refrigerator and microwave requests that we are getting from crew members.

GDL - Layovers will remain at the Hampton for the time being, as Corporate Security says it's not safe to return back to the long layover downtown. (Lots of opinions on this one -enough said)

LAS - September 1, Terribles will no longer be in the Hotel portfolio. The new Hotel will be the Palace Station, located on the west side of I-15 north of the Palms and Rio Hotels. Having said this, we have been getting inquiries as to why we are leaving Terribles, because the Crews that actually like Terribles are now coming to surface (A double edge sword). We know that a solution had to come about and even though it may not be the best in some eyes, this what we chose given the options. The Palace Station is a better property than Terribles, it is a full gaming Hotel with all the venues common to a full service gaming Hotel. Crews will be housed in the main tower and you will notice a big improvement in room quality (as well as smoke). We do realize that location of the hotel does not lend itself as far as walkability to the strip; however there is dedicated strip transportation to the fashion mall located across from the Wynn. The Hotel is further than Terribles by 5-7 min. Some have asked about the safety aspect in relation to location of the Hotel. We have been in contact with local Police and looked at crime stats in the area and believe it or not, it's relatively the same as Terribles, Laquinta and that same area as we are leaving. Las Vegas does a good job of not publicizing the crime that goes on since it is a tourist destination. The crimes are pretty constant throughout the Strip area as well as on the East and West locales of the "strip". As always be aware of your surroundings, the same holds true in any of the cities we layover.

OAK - A long layover was chosen for this change from the Washington Inn, however the deal fell through and we are back to square one. In the mean time crews may be housed at the short Hilton until we find a solution.

PBI - September 1 the Hampton Inn will be the new "digs" from the Marriott Courtyard.

STL - The short Hilton decided that they did not want our crews anymore and we are looking for a new hotel that will be in place September 1.

YYC - Crews will be moving out of the Coast and into the Four Points, this is a lateral move. Basically the location is in the same area, but with much better local transportation.

The economy and hotels: Yes the economy is improving as far as the hotel room rates are concerned. The hotel occupancy levels are on the rise and the rates are going up. Having said that, the hotels are revising their business models and deciding whether or not to keep the constant airline room business. This has posed a challenge lately in that when trying to decide (if any) which airline goes or stays is predicated on the relationships it has with each other's management as well as its crew relationships as guests. The actions of individual crew members in some cases have jeopardized some of these relationships and it has been very difficult trying to convince Hotels that they should keep us. The examples of some the challenges that lead to hotel renewals are; overall crew demands when signing in that are made towards the front desk personnel. Incidentals left unpaid, smoking in rooms, and some others (use your imagination). Do not get me wrong when I mention the above, overall, the majority of crew members show and receive a lot of respect from Hotels. It does play a part in whether or not the hotel wants to continue the crew business. The other side of course is the all mighty dollar that the Company is willing to spend, which in its self has become a hindrance in making choices of available hotels at the rates the Company is willing to pay. I'm sure you can understand the challenge we are up against in choosing new hotels, putting all the variables in play.

Thank you for all your comments, this is the only way we can get Hotels changed and or rectify situations at the current Hotels we have.

Mike Plapp

USAPA Hotel Chairman

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Membership Services and Furlough Update

Fellow Pilots,

The Membership Services and Furlough Committee would like to thank those who have continued to be good, smart, union pilots and offered assistance to all of our returning and new hire pilots.

We have four additional items on which to update you today. Please remember everything is subject to change, as this is the latest information that we have:

1) As US Airways continues its hiring, we would like to welcome the latest six new pilots to the US Airways and USAPA family. These pilots started class on August 1, 2011. Please welcome aboard these pilots and others hired this summer when you see them in the training center or joining us on line. This class is in training for the PHL E190 FO positions.



Please welcome them aboard! Front row (left to right): Donald Hatfield, Chris Barron, and John Muth. Back row (left to right): Brian Conn, Chris Bryant, and Eric Mannarino.

2) At this time, US Airways has conducted five new hire classes since January 2011 and hired 38 pilots with two confirmed classes remaining on August 15th (Class of four) and September 12th. Please remember that even though these are confirmed at this time, staffing needs could change and all interested pilots should visit the US Airways website for more information.

3) At the next BPR Meeting we will be adding additional members to the Membership Services/Furlough Committee and if you would like to join any committee please feel free to contact that committee chairman or send an email to Membership@usairlinepilots.org.

4) Please remember that as of today, US Airways has **57 pilots remaining on furlough**. All East pilots have been recalled, and all West pilots have been offered recall to the East at this time.

Please feel free to contact your Membership Service Committee/Furlough Committee with any questions. To reply to this email, please contact Membership@usairlinepilots.org or Furlough@usairlinepilots.org or email the committee members below.

Thank you,

Courtney Borman

cborman@usairlinepilots.org

240-463-9003

Keith Rodriguez	krodriguez@usairlinepilots.org	412-389-1980
LeRoy Young	lyoungjr@usairlinepilots.org	310-962-2973
Carrie Landry	clpeterson@usairlinepilots.org	617-290-1456

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Grievance Committee Update

Last week, USAPA received a final decision from Arbitrator Kasher regarding MEC 06-08-04 - Hotel Selection Criteria. Hearings concerning this dispute commenced in June of 2009 and concluded in June of 2010. Unfortunately, the Arbitrator did not find any violations of "Past Practice" concerning the Company's selection of two specific hotels; Chicago and Boston.

Arbitrator Kasher summarized the issue before the Board as follows:

" . . . the primary and critical issue that was addressed by the parties was whether the Prehoda guidelines, based upon its specific terminology and/or bargaining history, established an affirmative obligation upon the Carrier to obtain a "consensus" or "agreement" with the Union before selection a long layover hotel facility".

He further stated:

"The Board has been asked to determine whether the Prehoda guidelines, which have been in place for many years, established an affirmative obligation upon the Carrier to reach a consensus or agreement with the Union in the hotel selection process."

"The Union is now obligated to prove by a preponderance of the evidence that its interpretation of the Prehoda guidelines is correct. The Union must prove that the Carrier was obligated contractually to obtain ALPA's concurrence before the Carrier could unilaterally designate a long layover for the housing of its crews."

Arbitrator Kasher found that the document known as the "Prehoda Guidelines" was not physically incorporated into the 1998 Collective Bargaining Agreement, and nor was it listed as an attachment to the Agreement. Specifically, he stated in his opinion *"the probative evidence of record, establishes to this Board's satisfaction that the customary practice followed by the parties in order for a document to achieve the status of a binding "Letter of Agreement" was for the document to be presented in final form to the Carrier's Vice President of Labor Relations and to ALPA's President for their review and execution. Once so executed, the document was customarily give a number, such as Letter 93, and physically attached and/or incorporated in the collective bargaining agreement."*

Lastly, Arbitrator Kasher clearly left the Union with the ability to grieve an individual hotel and explicitly stated *"Certainly, the Union can grieve whether the hotel selected by the Carrier meets the requirements of the collective bargaining agreement insofar as location and amenities are concerned. That is the appropriate path and one that has been followed on several occasions in the past, including the case that arose in Pensacola."*

In fact, disputes involving the selection of East Crew Layover hotels have only been processed to arbitration on two occasions in over 25 years. The parties have successfully resolved all other disputes in our pilots favor when brought to the attention of the Vice President of Flight Operations. The first arbitration resulted in a settlement agreement between the Company and Union regarding the Pensacola hotel and the Company contracted with the hotel suggested by the Union. In regards this instant dispute, the Company is no longer utilizing the hotels in either Chicago or Boston, the specific hotels which gave rise to the filing of the grievance.

Regardless of the Arbitrator's decision in this dispute, the Company and USAPA had already agreed to new and much more specific language which the parties have incorporated within the new Joint Agreement. The agreed upon language is much more comprehensive than that which is contained in the 1998 US Airways Collective Bargaining Agreement, the 2004

America West Collective Bargaining Agreement and the Prehoda guidelines combined.

A copy of the Arbitrator's decision will be posted on the USAPA website once all signatures are obtained.

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Exhibit 4



District Court Denies US Airways' Request for Temporary Restraining Order

In the matter of US Airways v. USAPA in the Charlotte District Court, a hearing was held today in Judge Conrad's courtroom to address the Company's motion for a Temporary Restraining Order (TRO). We were pleased today when Judge Conrad declined the company's request to issue a TRO, and required US Airways to respond to the union's motion to change venue or dismiss the case by the close of business on Monday.

The judge will issue a decision on our motion to dismiss or change venue sometime next week. If he does not grant our motion, there will be an initial hearing on the company's motion for preliminary injunction next Friday. If the hearing on the Preliminary Injunction goes ahead, we are confident that the court will allow us to continue to advocate for our safety initiatives, thereby assuring the safe operation of the airline for the benefit and protection of the airline and our passengers.

We want to assure the traveling public and fellow employees that our pilots will unequivocally uphold their responsibilities as the final authority for the safe operation of the aircraft.

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Exhibit 5



Phoenix Update

Dear Phoenix-based US Airways Pilots,

We would like to commend you for your exemplary performance over the last few months, and in particular, since May of this year. It is clear that PHX has not participated in any of the behaviors alleged by the company's "Complaint for Injunctive Relief" which it filed in the Western District of North Carolina on July 29th, 2011. That complaint alleges that pilots from other domiciles of the company have engaged in behaviors which are strictly prohibited under the "Status Quo" provision of the RLA. We will not address the validity of that complaint, but want to thank you for your adherence to the RLA and professionalism nonetheless, and also encourage you to maintain the safe and on-time performing airline for which you have become known.

As a reminder, you must not intentionally cause any delay under the guise of unreasonable safety concerns for which you would not have refused or delayed a flight at anytime in the past. Doing so with any intent other than assuring the ultimate safety of the flight could be interpreted as a violation of the RLA. Furthermore, we must remind our Phoenix based pilots to not encourage any other US Airways pilots (East or West) from engaging in the types of behaviors complained of in US Airways' lawsuit. This applies whether or not the company's lawsuit has any merit at all.

None of this should be interpreted as diminishing your authority as the persons who are ultimately responsible for the safe operation of your flight. You are simply reminded not to do anything differently than how you have done your job in the past.

Sincerely,

David Braid
PHX Chairman

Eric Ferguson
PHX Vice-Chairman

Roger Velez
PHX Vice-Chairman

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Exhibit 6

Legal Update

In a ten page the decision United States District Court Chief Judge Robert J Conrad Jr. denied USAPA's motion to dismiss the complaint of US Airways Inc. on the grounds that there was an action pending in the United States District Court of the Eastern District of New York. The court found that the lawsuit filed in New York was substantially similar in that "both actions involve the same ongoing dispute between the same parties, both seek injunctive relief under the RLA and both will rely on some of the same evidence." This ruling was not unanticipated and does not fundamentally alter our legal position. Our legal team is fully prepared and has been working over the weekend to meet the Company's allegations. We will aggressively move in the New York case to stop the Company's continuous violations of the Railway Labor Act; we will equally aggressively defend the lawsuit in the Charlotte Court and expect to prevail in both.

USAPA Legal

Exhibit 7



President's Message

USAirlinePilots.org

USAPA

200 E. Woodlawn Road, Suite 250
Charlotte, NC 28217

US AIRLINE PILOTS ASSOCIATION

August 17, 2011

Fellow pilots,

I would like to take this opportunity to update you on the lawsuits that are presently pending in both the Eastern District of New York and in the Western District of North Carolina. As you know your union filed a lawsuit in New York on May 27, 2011 charging the Company with numerous violations of the Railway Labor Act including harassment and intimidation of our pilots and failure to bargain in good faith. On July 29 the company filed a complaint in the Western District of North Carolina charging that your union has engaged in a campaign to cause nationwide flight delays and cancellations in order to put pressure on the Company in the current collective bargaining negotiations.

I know that each of you are frustrated and exhausted from working under a bankruptcy era working conditions now in its 10th year, but our fight must be in the courts and not by engaging in any action that would violate the Railway Labor Act. Specifically, we disagree with and do not condone any individual anonymous pilot messages that suggest pilots should refuse extra flying for the purpose of disrupting the company schedules. Similarly, we disagree with and do not condone any action that is taken for the purpose of impairing the Company's on-time performance. To repeat, our response to the Company's campaign must be in the courts and not elsewhere.

The company would have the Court believe that this union and its members are not living up to our responsibilities under the Railway Labor Act. Nothing could be further from the truth. Recently management jumped to the conclusion that pilots who had missed the deadline for completing distance-learning were somehow directed by USAPA to do so. That accusation is categorically false, but we nonetheless communicated with you and urged your cooperation in completing your distance-learning when we became aware of the company's allegations. We also asked the company to give us specific information so that we could address their allegations in a spirit of cooperation. No information was forthcoming from the company. We will respond to any other allegation in a like

manner.

To be crystal clear, you must not intentionally cause any delay where the purpose is to alter the status quo. Nor should you encourage others to do so. You are charged by law with the safety of the passengers in your care and your union's concern for the safety of its members and the passenger public remains unabated. However, any intentional delay or failure to accept additional flying hours for the purpose of altering the status quo weakens the stated safety concerns of USAPA.

You have acted professionally and with great forbearance over these many years while working under the very lowest paying pilot contract in the industry. I urge you once again to continue to fulfill your professional responsibilities and to allow our actions in Court to take their course.

Sincerely,

A handwritten signature in cursive script that reads "Michael Cleary".

Captain Michael Cleary
President

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