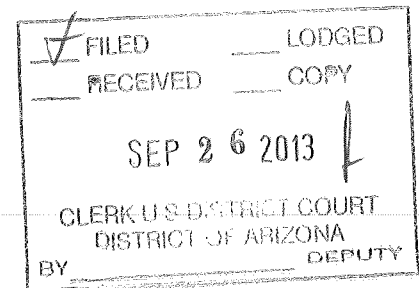


**CV-13-00471-PHX-ROS**

August 1, 2013

Honorable Roslyn O Silver  
US Courthouse  
401 West Washington Street  
Suite 130  
Phoenix, Arizona 85003-21118



Dear Judge Silver:

This is not an ex parte communication; this letter seeks to further educate and expand your general knowledge of the importance of seniority for an airline pilot.

Seniority means much more to an airline pilot than any other profession in America.

In this letter I want to compare the life of Captain Michael Tyson who is # 1 at US AIR and First Officer Bryan Leonard who is the last pilot on the list at # 3670.

Captain Michael Tyson has a set schedule that he has chosen 2 ½ months in advance. He has set days off and on duty and he also has the ability to change or move his days on duty at will. Captain Tyson lives in Tampa, but is based in Philadelphia.

He flies as Captain on the Airbus A-330 from our base in Philadelphia. During the normal month he flies to Tel Aviv 3 times per month and works a total of 11 days for the month.

When he works he is only in the cockpit flying 50% of the time. Our trips to Tel Aviv are flown with 4 pilots per FAA regulations. This means on the normal 12 hour flight to Tel Aviv two of the pilots fly 6 hours and then the remaining two pilots fly for 6 hours.

When you are not on duty; per FAA regulations, you are resting either in the pilots rest area where the pilots have two bunk beds or you can sit in a first class seat and read or use your computer or have a meal.

When Captain Tyson arrives at Tel Aviv well rested he stays in a large suite at the Marriott in a room overlooking the ocean. His layover is 33 hours and then he returns back to Philadelphia. For this he is paid \$285,000 per year per our new agreement with American Airlines.

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Now let's compare him with the bottom pilot on our seniority list. This pilot is First Officer Bryan Leonard number # 3670. He does not have a set schedule. He is given 11 days off per month, but only 4 of these days are set in stone and cannot be changed. The other days on duty can be moved at will by the company.

First Officer Leonard is a reserve pilot like all new pilots at all airlines.

When you are new to an airline you do not have a set schedule, you are on reserve. This means the airline only calls him when an aircraft must be switched out for maintenance or another pilot is sick or another pilot is on vacation. It is very common for a reserve pilot to only be called only once or twice per month.

Per our working agreement with US AIR a reserve pilot must be physically within 2 hours of his assigned pilot base.

Approximately 90% of all airline pilots (on reserve and those with a schedule) at every airline DO NOT live in their pilot base. For a reserve pilot who must be available to be on call this means renting a place in your pilot base. A new pilot must bear the expense of renting a place to stay while on call in their pilot base.

Most pilots stay in a place called a "crash pad" with other pilots on reserve. There may be 8-15 pilots in a crash pad. They may have 3 beds per bedroom and share one or two bathrooms waiting to be called for a flight.

The reason most pilots will never move their family to a pilot base is they are established in their homes and their children are in school. Airlines close crew bases all the time. In the history of US AIR the airline has closed 26 crew bases since 1962. Also airlines go out of business all the time. Since 1979 there have been 165 airlines that have ceased operations.

Because of the above reason and the fact we don't work a normal 5 day per week job 90% of pilots commute to their pilot base.

So First Officer Leonard is in position at the Philadelphia base (not at his home) and waiting for US AIR to call him for a flight. For a reserve pilot he does have days off but still may wait up to 20-30 days before he is called.

First Officer Leonard is assigned to the E-190 aircraft. This is the lowest paying and hardest working aircraft at US AIR. Normally most trips have 6 legs per day. This means 6 take offs and landings. This is a very tiring and it is also a long duty day and can take up to 14 hours per day to complete these 6 legs.

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Typically an E-190 First Officer is flying the shuttle from Boston-New York La Guardia – Washington DC. This is the most congested and busy airspace in the world. This involves high workload and high stress and constant vigilance.

If this is a two or three day trip he will stay in an airport hotel that is noisy and run down like a Day's Inn or Holiday Inn (not in a suite in a 5 star Marriott on the beach) .

At the end of the day most of the E-190 flights arrive at the airport too late to go to a restaurant or order room service. Most departures on the E-190 are very early. This means no restaurant is open and you can't trust room service to show up on time.

The following morning he arrives at the airport he grabs some exciting airport cuisine and then he starts another 6 leg day back into a high stress and high workload environment.

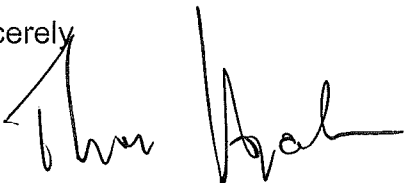
When the trip is over he returns to his crash pad with other pilots' sharing a kitchen and bathroom with them.

A reserve pilot like First Officer Leonard is usually missing the birthdays of his children and will probably work during Thanksgiving and Christmas has a very miserable existence away from his family.

First Officer Leonard is on duty on reserve waiting for a flight usually 22 days per month, not the 11 days with a set schedule that Captain Tyson has. Also instead of getting paid \$285,000 he is paid \$36,000 per year.

So when you consider the facts in this case please think about all of the years every pilot has put into to earn his place on the seniority list and what the difference in seniority means to all the pilots both East and West at US AIR.

Sincerely

A handwritten signature in black ink, appearing to read "Thomas Hitchcock". The signature is written in a cursive style with a large initial "T" and "H".

Captain Thomas Hitchcock  
US AIRWAYS