

# FROM THE CHAIRMAN

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October 23, 2013

Fellow Pilot:

The Delta MEC has just concluded a difficult week for any democratic organization—the recall of the MEC chairman. These proceedings are uncommon, but are an indication of the strength of our union and the well-being of our democratic process.

We have important work to accomplish on behalf of the Delta pilot group. Your MEC and its extended committee structure, along with the entire MEC administration, are looking forward, not back. Our internal processes are strong, the talents of our volunteer base are unmatched, and we will continue to make gains by working together.

Yesterday, Delta Air Lines announced improved year-over-year results, including a net profit of \$1.2 billion for the third quarter 2013. This result is a \$444 million improvement from the same quarter last year, due to rational pricing policies, stabilized fuel costs, and an improving economic climate for the industry, especially across the Atlantic.

The 2013 third-quarter results include a \$249 million profit-sharing expense. In fact, profit sharing set aside year-to-date in 2013 exceeds the amount set aside for the entire 2012 calendar year.

This is good news. Delta is in solid financial shape, and it is encouraging that the industry outlook is promising as well. To be clear, a consistently profitable Delta provides the foundation for gains we will achieve in Contract 2015. ALPA's work on behalf of the Delta pilots to improve our working agreement continues at every level.

The MEC is focused on several ongoing projects that directly impact our lives as professional pilots.

1. Our Negotiating Committee is actively engaging with Delta management on the implementation challenges of FAR 117 and on the Virgin Atlantic Joint Venture.
2. We are continuing the important work on U.S.-Japan Open Skies relating to a fair allocation of slots at Haneda and the future of Delta's Narita hub.

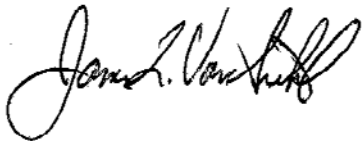
3. As the largest and most effective pilot union engaged on Capitol Hill, ALPA continues to influence legislators on the significance of a coherent national aviation policy, without which the future of the U.S. aviation industry and its workers remains in jeopardy.

The MEC's strategic plan and many of our committees' efforts are focused on important concerns such as foreign ownership and control, cabotage, and the imminent threats from the middle-east carrier's network explosion. These challenges are occurring simultaneously with the fast approaching preparations for Contract 2015. As you can see, the work ahead is significant and ongoing.

As we move forward, we will only be successful by collectively working through the important issues presented to us. There is a clear path to success, using a pragmatic approach involving hard work and perseverance to consistently address the issues important to you.

To a large extent, that success is a direct result of your input and the support ALPA volunteers receive from the line. There is no panacea or shortcut, but I am confident that by working together we will ensure our future success.

Respectfully,

A handwritten signature in black ink, appearing to read "James L. Van Sickle". The signature is written in a cursive, flowing style.

James L. Van Sickle  
Acting Chairman  
Delta Master Executive Council