



January 16, 2023

23-02

Negotiators' Notepad 23-02: C2019 Section 1 – Scope

*This Negotiators' Notepad will discuss the details of various changes to **Section 1** of the PWA in the Tentative Agreement (TA). This Notepad should be read in conjunction with the entire series of C2019 Notepads which will be available at the [Contract 2019 website](#), along with the [TA Reference document](#), as you educate yourself in preparation to make an informed decision when the membership ratification window opens.*

Additionally, Global Scope is a stand-alone letter of agreement, and is not included as part of the C2019 TA. This Notepad will focus only on improvements which are part of the C2019 contract negotiation. Please review the separate Global Scope Negotiators' Notepad, as well as other supporting communications for more information on the Global Scope LOA, which will be considered independent of (even though concurrent with) TA ratification.

Section 1 of the Delta PWA is complex as it protects Delta pilot flying relating to profit/loss sharing agreements, equity investments, codeshare partners, interline agreements, subsidiaries, fee-for-departure regional carriers, and affiliated operators.

Improved Regional Jet Protections

For over two decades, the PWA has allowed Delta an unlimited number of regional turboprop aircraft. Over time this unlimited allowance has been restricted to turboprops with 37 or fewer seats that weigh 37,000 pounds or less.

This TA closes the loophole and requires that these, or *any*, aircraft with 50 or fewer seats count towards the 125 aircraft limit for 50-seat aircraft. Under the revised language in the TA, it no longer makes any distinction whether the aircraft is powered by a turbo jet or propeller (or any other means for that matter). Only the weight limit and maximum number of certificated seats are considered. The weight limits and number of permitted 70- and 76-seat RJs remain unchanged from the current PWA.

The current regional model may be failing, but this new language ensures that any aircraft covered by **Section 1 C.**, to include next-generation electric or VTOL aircraft, will count towards the existing limitations placed on 50-seat, 70-seat and 76-seat aircraft.

Additionally, the minimum ratio of revenue block hours of Company flying on all narrowbody aircraft to revenue block hours of flying in category A and C (Delta Connection) operations has been improved. Currently, **Section 1 D. 9.** requires that Delta mainline narrowbody aircraft must fly at least **1.56** block hours for every 1 block hour flown by aircraft engaged in Delta Connection operations. Currently, this ratio is based on the number of 76-seat RJs in service, however if the number of 76-seat RJs is reduced, the minimum block hour ratio may decrease as well. C2019 makes the block hour ratio permanent, with no ability to shift based on RJ flying, and also raises the ratio in the Delta pilots' favor to no less than **1.7**.

Improved Control Language

Currently, **Section 1 C. 9.** requires that every Delta flight have a minimum of two qualified, type-rated pilots onboard the aircraft. While this provision does protect our work as a side-effect, it is primarily a critical safety protection for our pilots and our passengers. Going forward, if a regulatory authority permits any Delta partner to operate a passenger aircraft with less than two type-rated pilots on the flight deck, the PWA will now require Delta to meet with ALPA for the purpose of negotiating whether such partner can continue performing permitted flying.

Improved Furlough Protections

The TA provides expanded furlough protections for the Delta pilots. Going forward, *all* pilots on the seniority list will receive 90 days' notice before being furloughed, and cannot be furloughed if staffing at the time of notice or at time of furlough is less than the PBS Staffing Formula for any position. In addition, the staffing formula will be updated when any pilot is on furlough to increase the impact of premium flying on staffing, which will require pilots to be returned from furlough sooner than they otherwise would have been. Lastly, if any pilot on the seniority list as of date of signing is furloughed, all 76-seat RJs will convert to 70-seat RJs.

Clean-Up

Delta no longer has a JV with Virgin Australia. As a result, the contractual production balance of widebody Pacific flying, which was favorable to Virgin Australia, is now deleted. In addition, Delta previously had an agreement that allowed Alaska Airlines to fly Delta passengers. That agreement also no longer exists, and the contractual provisions that allowed Delta passengers to fly domestically on non-Delta mainline aircraft has been deleted as well.

Conclusion

Scope is **Section 1** for a reason, and this TA strengthens the provisions that protect Delta pilot jobs. Besides the above-described gains that were achieved in **Section 1**, the independent Global Scope tentative agreement provides many industry-first protections for Delta widebody flying. Please review the separate Notepad covering the Global Scope LOA if you haven't done so already.

Please take the time to read the entire series of Notepads that will be provided to you, share the material with your families, attend one of the road shows, and ask as many questions as you need to ask. LEC Representatives will be available in lounges to help answer any questions you may have. In addition, please review the latest information and FAQs at dal.alpa.org, or submit questions to DeltaTAQuestions@alpa.org.

Fly Safe,
Eric, Brandon, and Rich