

LETTER OF AGREEMENT No. 35  
between  
AIR WISCONSIN AIRLINES CORPORATION  
and the  
AIR LINE PILOTS  
in the service of  
AIR WISCONSIN AIRLINES CORPORATION  
as represented by the  
AIR LINE PILOTS ASSOCIATION INTERNATIONAL

THIS LETTER of AGREEMENT is made and entered into in accordance with the provisions of the Railway Labor Act, as amended, by and between Air Wisconsin Airlines Corporation (the "Company") and the air line pilots in the service of Air Wisconsin Airlines Corporation, as represented by the Air Line Pilots Association, International ("Association").

WHEREAS, the Aircraft Communications Addressing and Reporting System ("ACARS") unit has the ability to display certain approach data to flight crews, and;

WHEREAS, the Company has made changes to its ACARS unit software to cause it to display after block-in certain approach data concerning the parameters of the last approach and landing in the form of a Summary ("ACARS Approach Summary");

WHEREAS, the parties wish to set forth guidelines governing the use of the ACARS Approach Summary.

THEREFORE, IT IS HEREBY AGREED:

The data displayed in the ACARS Approach Summary will be considered Flight Operational Quality Assurance ("FOQA") data and will be under any and all protections allowed per the Company's FOQA Implementation and Operations ("I&O") Plan and any FOQA Letter of Agreement between the parties. No copy of the ACARS Approach Summary will be kept in any form. Should any other person be present on the flight deck upon completion of the flight, such as a Line Check Airman or a Management Pilot, they may not require that the crew allow them to view the ACARS Approach Summary nor may they require the crew to view the Summary.

IT IS FURTHER AGREED:

No part of any ACARS Approach Summary may be used by the Company as a basis, in whole or in part, for discipline or discharge action against pilots, individually or collectively. The ACARS Approach Summary shall be considered inadmissible in any grievance or System Board of Adjustment; or in any administrative or legal proceeding to the extent allowed by law. The ACARS Approach Summary shall not be used to substantiate or corroborate information obtained from other sources. The Company shall not use an ACARS Approach Summary to investigate alleged pilot misconduct. No ACARS Approach Summary shall be used to evaluate or monitor the judgment or performance of an individual pilot or crew. Finally, no ACARS

*ACARS-FOQA Approach Summary Report*

Approach Summary shall be used as a basis, in whole or in part, to justify or require a pilot's submission to a non-recurrent proficiency check or a line check.

This Letter of Agreement shall become effective from the date of signing and remain in effect concurrent with the Collective Bargaining Agreement. Notwithstanding the foregoing, either the Company or the Association may cancel this Letter of Agreement by serving upon the other party written notice of cancellation. Upon service of this written notice, this Letter of Agreement shall be null and void.

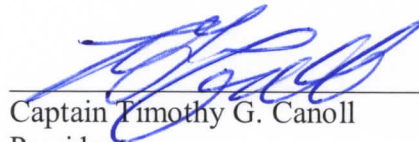
IN WITNESS WHEREOF, the parties have signed this Agreement this 8th day of January, 2016.

For AIR WISCONSIN AIRLINES  
CORPORATION

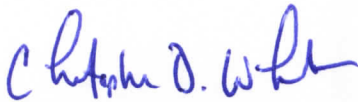


Edward S. Leverton  
Chief Pilot & Director of Flying

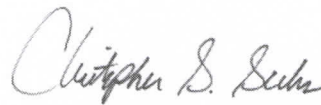
For AIR LINE PILOTS ASSOCIATION,  
INTERNATIONAL



Captain Timothy G. Canoll  
President



Christopher D. White  
Managing Director of Safety



Christopher S. Suhs, Chairman  
Master Executive Council (ARW)