



## AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

1625 MASSACHUSETTS AVENUE, N.W. □ WASHINGTON, D.C. 20036 □ 703-689-2270  
888-FLY-ALPA (888-359-2572) □ FAX 202-797-4052

December 13, 2011

Dear Member of Congress,

As president of the Air Line Pilots Association, International (ALPA), the largest pilot union in the world, representing 50,000 pilots in the United States, I write to you today to ask that you oppose the request by the Export-Import Bank of the United States (Bank) to have its lending limit increased beyond its current \$100 billion cap. The Bank's request should not be considered until a comprehensive debate on the merits of the lending cap and, even more broadly, on how the Bank operates with respect to aircraft financing, can be held in Congress.

To be clear, ALPA supports the mission of the Export-Import Bank. We are pro-U.S. manufacturing and want the Bank to continue to finance export deals that make sense for American workers. However, our concern is that some of the transactions the Bank is undertaking related to aircraft financing are having unintended consequences, such as the loss of U.S. pilot and other airline jobs and job opportunities in the international marketplace. Giving foreign airline competitors a financial advantage over U.S. airlines with favorable Export-Import Bank financing, below what is available in the private market, is allowing our competitors to serve the same routes as our carriers at significantly lower costs, resulting in U.S. carriers reducing, withdrawing or not employing capacity in particular markets. The effect on U.S. pilot jobs has been significant. Given the amount of financing the Bank has provided, and intends to provide in the future, to foreign carriers, the potential for further incursion into U.S. airline market share by these carriers using Bank-funded aircraft could result in further loss of U.S. airline worker jobs.

Our goal is not to stop the Export-Import Bank from undertaking its laudable mission of increasing U.S. exports. Instead, we believe that the Bank should be operating with more transparency, especially as its financing relates to aircraft transactions, which make up approximately half of the Bank's lending capacity. Economic Impact Studies should be done on every proposed aircraft financing deal beforehand to ensure that the impact on U.S. jobs is actually positive, and not just assumed to be so.

The Bank's lending limits, its reauthorization and all efforts to increase the transparency of the aircraft financing process should not be rolled into a year-end omnibus. The American taxpayers who finance the Bank and the affected airline workers who are negatively impacted by the Bank's aircraft financing deserve a chance to have this issue considered carefully.

I urge you to oppose any increase in the Bank's loan ceiling in a year-end omnibus bill.

Sincerely,

Captain Lee Moak  
President

DLM:jc