
Bleeding-Heart Liberal? Die-Hard Conservative?

Attention U.S. and Canadian ALPA members:
It's time to **put your personal politics aside**
and focus on your **profession, your**
career, and your future.

Join the Pilot Partisan Movement.

The Air Line Pilots Association, International
is defining the agenda and leading the way.
Want to know more? Want to be involved?
Turn the page.

A PROGRESS REPORT ON Current Issues

The following is a list of current issues on ALPA's legislative agenda for 2012. It is not all-inclusive nor is it representative of issues that may arise as ALPA moves forward.

By Elizabeth Baker, ALPA Senior Legislative Affairs Representative



IMPROVING THE Federal Flight Deck Officer Program

When dealing with terrorism, the deterrent value of an armed presence within the airline cockpit cannot be overstated. Today, thousands of fully trained and deputized airline pilot volunteers defend more than 100,000 flight segments per month at a cost of only \$15 per flight for oversight of the program. The program is a critical and cost-efficient airline security program. In spite of the program's tremendous value, the Executive Branch's 2013 budget proposal cuts the funding for the FFDO program in half and cuts \$36 million from the Federal Air Marshall Service program. There is no question that the United States is facing a serious debt crisis; however, a cut to the FFDO program is not the answer to fixing the deficit problem in Washington, D.C. ALPA will continue to fight the cuts to the FFDO and FAMS programs on Capitol Hill and will push instead for a fully funded FFDO program. [▶](#)

SAFEGUARDING SHIPMENTS OF Lithium Batteries

Lithium batteries provide essential power for millions of Americans every day as they use laptop computers, cell phones, flashlights, and cameras. ALPA is not calling for new restrictions on what passengers are permitted to bring aboard aircraft, but the world's largest nongovernmental aviation safety organization is extremely concerned about the risk from transporting lithium batteries aboard aircraft as cargo. ALPA has long advocated for improved transport requirements. During the years-long debate on the FAA reauthorization bill, there were attempts to limit the Department of Transportation's (DOT) ability to regulate the air transport of lithium batteries beyond the standards set by ICAO. ALPA adamantly opposed that provision and ultimately the Federal Aviation Administration Modernization and Reform Act of 2012, which was enacted on Feb. 14, 2012, included a provision that allows the DOT to regulate these shipments in a manner more stringent than ICAO, based on credible reports of lithium-battery-sourced fire incidents or accidents on aircraft. Furthermore, action at ICAO sets the stage for better dangerous-goods regulations for lithium batteries beginning in 2013. [▶](#)

Fighting Pilot Fatigue

On Dec. 1, 2011, the FAA released its final regulations (FAR Part 117) to address pilot fatigue in the cockpit. Unfortunately, the rule covers only passenger airlines and excludes cargo airline operations from mandatory compliance. For decades, ALPA has advocated for One Level of Safety for the simple reason that all pilots and airline operations should be treated equally regardless of the size of the aircraft, the number of passengers, or the cargo load. Cargo aircraft share airspace and runways with passenger airliners, and cargo pilots deserve the same safety protections as their counterparts at passenger airlines.

ALPA is working aggressively on Capitol Hill to pursue a legislative mandate to include cargo in FAR Part 117. [▶](#)

PROTECTING Pilot Benefits

Over the past few years, proposals to impose taxes on employer-provided health-care benefits and retirement contributions have gained momentum as Congress wrestles with deficit-reduction strategies. If adopted, these proposals would lead to higher health-care costs and threaten the retirement security of all pilots. ALPA has been actively and successfully fighting both policies on Capitol Hill. [▶](#)

PROMOTING A

Sound U.S. Aviation Policy

ALPA is front and center with respect to protecting U.S. aviation policy to ensure there are no threats to current foreign cabotage restrictions. Furthermore, the Association supports enhancing labor protections in any air transport service

agreements where appropriate.

Any sound U.S. aviation policy must recognize that the price of jet fuel is the largest and most volatile expense for the airline industry. ALPA has long supported oversight and transparency in the U.S. derivatives market to end excessive oil specu-

lation and price spikes for jet fuel. ALPA supports S. 1598, the Anti-Excessive Speculation Act, to curb oil speculation while allowing legitimate hedging. ALPA also supports research into alternative fuels to improve emissions and lower costs for the aviation industry. 

STRENGTHENING

Aviation Security

In addition to promoting the FFDO program, ALPA has a robust security agenda. As Congress considers a reauthorization bill for the Transportation Security Administration (TSA), ALPA will pursue opportunities to influence the legislative process to improve several aspects of the national security network. Those improvements include

- instituting a Threatened Airspace Management (TAM) protocol to require information sharing among agencies, airlines, air traffic control, pilots, and other essential personnel during airline security incidents;
- improving perimeter security at all-cargo airports;
- mandating security training for all-cargo crews in line with the All-Cargo Common Strategy; and
- promoting an overall risk-based security system. 

PROTECTING U.S. AIRLINES AND U.S. PILOTING JOBS BY

Leveling the Playing Field in the Global Marketplace

The U.S. airline industry and its employees operate in a hyper-competitive international marketplace that is currently skewed against the success of the U.S. domestic aviation network. Competition from foreign airlines, some of which are state-owned or heavily state-sponsored, and which operate from countries with low or nonexistent tax and regulatory burdens, is growing rapidly. Around the world, airlines such as Emirates are impeding international growth for U.S. airlines by expanding into markets once dominated by U.S. airlines and into our own back yard. Foreign carriers are often able to buy American-manufactured airplanes with below-market financing rates subsidized by U.S. taxpayers, using those same airplanes to compete against U.S. airlines on international routes with significantly lower costs. ALPA is looking at all avenues to level the playing field for U.S. airlines to protect U.S. piloting jobs and to strengthen the ability of U.S. airlines to compete globally. 



Opposing Tax Burdens on U.S. Airlines

As federal legislators continue to debate how best to reduce the federal budget deficit and bring our fiscal house in order, ALPA will continue to oppose all additional taxes and fees proposed for the airline industry. Taxes that airlines pay are higher than taxes paid on alcohol, tobacco, and firearms, the so-called "sin taxes" that are designed to discourage use. ALPA advocates that U.S. tax policy should actually encourage the survivability of the U.S. airline industry, which is a cornerstone of the U.S. economy. The Association will continue

to oppose proposals for a departure tax for air operations and any increase in airline security fees.

ALPA is also continuing to oppose the European Union's emissions trading scheme, which imposes taxes on U.S. airlines to and from Europe under the guise of lowering carbon emissions. ALPA supports S. 1956, which prohibits the U.S. from participating in this scheme and instead calls for all carbon emission decisions that affect global aviation to be established through the International Civil Aviation Organization (ICAO). 

UPDATE ON PILOT

Regulations in Canada

By **Al Ogilvie**, ALPA Legal and Government Affairs Representative

In Canada, ALPA's Government Affairs Department closely monitors government bodies that may have an effect on ALPA members' interests. The union actively advances those interests before these government entities.

The following is an update on current airline-pilot-related regulations on Parliament Hill and other regulatory agencies in Canada.

Parliament

The 41st Parliament began on June 2, 2011, with the Conservative Party achieving a majority (122 of 308 seats). Of primary concern in this session is Bill C-377, An Act to Amend the Income Tax Act (Labour Organizations) Private Member's Bill.

C-377 would force labour unions to file detailed annual financial reports about salaries, revenues, expenses, and more. The information would be posted on the Canada Revenue Agency (CRA) public website.

ALPA and the Canada Labour Congress op-

pose this bill, which far exceeds the reporting requirements of most income tax filings.

C-377 would require a detailed breakdown of spending on labour relations and political, lobbying, and organizing and collective bargaining activities. It would pile onerous, costly administrative burdens on labour unions and give employers and anti-union groups insights into unions' financial strength.

Fatigue Working Group

Canada's pilot fatigue regulations were last amended in 1996. Transport Canada decided to update them in light of ICAO's Annex 6 recommendations and to ensure that the regulations are based on current scientific knowledge.

The Canadian Aviation Regulation Advisory Council (CARAC) formed a Flight Crew Fatigue Management Working Group





(WG) to review Canadian (and other countries') flight- and duty-time regulations, ICAO standards and recommended practices, and the supporting science.

The WG met over the course of 18 months, and deliberations ended in December 2011. ALPA participated fully, with a WG member and two technical advisors attending all sessions. ALPA's representatives submitted the union's position, with supporting science and operational experience, in late February.

The WG co-chairs will draft a report that reflects the WG members' recommendations. The recommendations and dissents will go to the CARAC Technical Committee in September 2012. Transport Canada will draft regulations based on the Technical Committee's recommendations.

Mandatory Retirement

Canadian law does not set a pilot retirement age; that's usually found in union contracts or company policies. The Canadian Human Rights Act (CHR Act) prohibits age discrimination—unless the person has reached “the normal age of retirement.”

The omnibus budget bill, C-3, amended the CHR Act by deleting the exemption for “the normal age of retirement,” effectively eliminating a mandatory retirement age at airlines by December 2012. But an employer can still impose a retirement age if the employer can show that it is a bona fide occupational requirement (BFOR).

Most Canadian airlines with an ALPA contract set a retirement age and/or have a provision in their collective bargaining agreement (for example, on disability benefits) that may be age-dependent. In February, ALPA's Canada Board created a committee to recommend how to address this situation.

Canadian Human Rights Commission

Two cases before the Canadian Human Rights Commission are challenging Jazz's retirement age (65) in the pension plan as discriminatory. These cases predate the legislative amendment, so they may still be adjudicated.

The Commission has made an initial recommendation that the two complaints proceed to the Canadian Human Rights Tribunal for adjudication. Jazz argued before the Commission that the retirement age is a BFOR.

Senate Hearings

In 2011, Canada's Senate Standing Committee on Transport and Communications held hearings on “The Emerging Issues Related to the Canadian Airline Industry.”

ALPA testified on Nov. 30, 2011, to provide the union's position on issues, including its opposition to fuel and excise taxes, airport rents, airport improvement fees, security, and security fees. The Association also talked about Canadian airlines' using foreign pilots, bilateral relations with the United Arab Emirates, and airline industry problems with pilot recruitment, retention, and retirement.

Stay tuned! 🗣️

JALMER JOHNSON

A Day in the Life

Changing Attitudes: Pilots on the Hill

By **Jessie Cornelius**, ALPA Public Relations Coordinator

Capt. Brendan Cantwell (Air Wisconsin) is on Capitol Hill fighting for the embattled Federal Flight Deck Officer program and One Level of Safety for all airline pilots.

He is one of 19 ALPA legislative/political action coordinators serving as a voice of pilots on Capitol Hill.

A Washington, D.C., area native, Cantwell's mother and grandmother both worked on the Hill, but he says he never spent much time here until now. Over the last year-and-a-half,

Cantwell has been volunteering his time to meet with lawmakers and their staff regarding several ALPA issues, including the recently adopted flight-time/duty-time (FT/DT) rules.

Today, he's meeting with northern Virginia Congressman Jim Moran, who currently serves as a senior member of the U.S. House Appropriations Committee, which oversees funding for programs like FFDO. Cantwell, who is accompanied by Government Affairs staff members Elizabeth Baker and Carly Hepola, is in uniform and sitting on a long leather couch across from Moran in his office at the Rayburn House Office Building.

Their top priority is persuading Moran to support funding for the FFDO program, which could be cut by more than half—from \$25 million to \$12.5 million annually—as part of the FY2013 Executive Branch budget proposal.

Cantwell, a constituent of Moran's, is leading the discussion. He's explaining to Moran that the program is already underfunded and that a majority of the funding is on the pilots



Capt. Brendan Cantwell (Air Wisconsin) advocates for FFDO funding during a meeting with Rep. Jim Moran (D-Va.), center, and Zach Cafritz, Moran's legislative assistant.

PHOTOS: CHRIS WEAVER



Capt. Brendan Cantwell, center, visits the Hill with Government Affairs staff members Carly Hepola, left, and Elizabeth Baker.

themselves, who incur expenses for portions of their training and certification. Cutting funding would compromise the program, which is already operating on inadequate resources. FFDO pilots serve as an important last line of defense for airline safety and security.

But the program raises questions with Moran, who is wondering why it's even necessary since cockpit doors have been reinforced. Enhanced cockpit doors were required to be installed on passenger airliners by April 2003, but cargo airplanes fell through a loophole.

"I thought that the doors were going to be secured," said Moran. "So what do you need a gun for? Who is going to get in that cockpit?"

It's a question that is best answered by a pilot.

"The cockpit doors on airliners are fortified, but they are not impenetrable under every conceivable circumstance," said Cantwell. "Many all-cargo airplanes do not even have cockpit bulkheads, much less cockpit doors. In any event, the fortified door is properly recognized by the Transportation Security Administration as a layer of security, but the TSA recognizes the FFDO program as a layer of security as well, and we need both layers."

ALPA implemented its grassroots legislative program, which relies on pilots who can share their knowledge and first-hand experiences, to educate lawmakers on ALPA's position on legislative issues. The program is part of the Association's multi-prong approach to promoting and protecting pilot interests in the U.S. and Canada.

Cantwell gets to the heart of the message, telling Moran: "We're hoping that the funding can at least remain the same,

and really we would like to see some more funding as far as increasing the training is concerned...and allowing more pilots to enter the program or to

How You Can Help

The Executive Branch's 2013 budget proposal cuts the funding for the Federal Flight Deck Officer (FFDO) program by more than half and cuts \$36 million from the Federal Air Marshal Service (FAMS) program. This is unsatisfactory and needs to be remedied.

The FFDO program is a critical and cost-efficient airline security program composed of thousands of fully trained and deputized airline pilots, the majority of whom are ALPA members, who



volunteer their time to become qualified FFDOs. In light of its barely adequate funding, any budget reduction to the FFDO program could very well lead to its ultimate demise.

Scan the QR code to tell your representative to oppose FY2013 budget cuts to the FFDO and FAMS programs.

cover attrition caused by some pilots' leaving the program due to furloughs and retirements."

Over the course of the next few months, ALPA legislative/political action coordinators and Government Affairs Department staff will communicate ALPA's position on the FFDO program to every representative on Capitol Hill in an effort to ensure proper funding for the program.

"Whenever I talk to members [of Congress], I really appreciate the fact that they are always engaged. The majority of them have questions, and they take interest because they are not always in contact with the person who deals with the issue," said Cantwell. "Being able to talk directly to us, they ask questions and they are interested in what we go through."

Dedicated volunteers like Cantwell have proven to be effective resources in educating members of Congress. ALPA legislative/political action coordinators were part of the team, in addition to ALPA leaders and Government Affairs Department staff, that encouraged the FAA to overhaul the decades-old FT/DT rules for airline pilots.

Expanding the FT/DT rules to include cargo airlines continues to be another top priority for ALPA's Government Affairs team and an issue that Moran seemed to understand when speaking with Cantwell.

"On a regular basis," Cantwell said, "We're taxiing right behind a [cargo] airplane or taking off or landing right behind a [cargo] airplane. If the [cargo] pilot is tired, it'd be very easy for the pilot on the ground to miss a taxi instruction, taxi onto a runway where the airplane is not supposed to be—that could cause an accident... We want everyone to be rested. We all operate in the same environment; we need everyone at their best."

"You make a good point," said Moran. 🗣️



THE PILOT PARTISAN AGENDA

5 Ways You Can Help Advance ALPA's Pilot Partisan Agenda

By **Carly Hepola**, ALPA Government Affairs Grassroots Coordinator

Grassroots advocacy

is one of the most important and unique components of our democracy. As Americans, we treasure our First Amendment right to petition our government and demand action from our elected leaders. The term "grassroots advocacy" defines the efforts of a community that engages its legislators directly in pursuit of a common goal.

At ALPA, our grassroots community is you—the airline pilot and your colleagues across the country (and your network of family and friends). Our goal, through grassroots campaigns, is to make your voice heard in both Congress and the administration to demand action from our elected officials that will promote the security and growth of the airline piloting profession.

Airline piloting has the distinction of being one of the most regulated professions in the country and is highly affected by the laws passed in Congress and the regulations written by the Executive Branch. The current Congress's agenda includes issues such as new aviation taxes and fees, participation in the European

D.C. Grassroots Meetings 2

The presence of uniformed ALPA pilots in the halls of Capitol Hill

makes a lasting impression in the minds of members of Congress and their staff. No one can deliver ALPA's legislative message better than you, which is why we encourage pilots to visit D.C. and take part in these important meetings (don't worry, we'll train you first if you haven't participated in a Hill meeting before). During a visit, you may meet with both members and staff from a variety of districts, including representatives from your home state. Interested pilots should contact their master

executive council's (MEC) legislative coordinator (listed on the ALPA Government Affairs Department website), who can help you schedule a time to come to D.C. 

one Write/E-mail/or Call Your Congressman

This is one of the easiest grassroots actions to take, and the most important! ALPA regularly posts "Calls to Action" on its website when Congress debates issues that affect you. The Call to Action system allows you to easily and electronically send your message to your legislators and also provides you with information on the issue and a sample message.

In 2011, only about 6 percent of ALPA members contacted their representatives in response to a Call to Action. ALPA has a great opportunity to improve that number this year. If you have never participated in a Call to Action, please take a minute to do so in 2012. 

Union's emission trading scheme, pilot fatigue rules, funding for the Federal Flight Deck Officer program, subsidies to foreign airlines through the Export-Import Bank, and taxation of your health-care benefits and retirement contributions. Members of Congress will never know how these issues affect your life unless ALPA pilots tell them.

While ALPA's professional lobbyists and pilot volunteers can effectively raise the profile of issues on Capitol Hill, direct grassroots advocacy between pilots and their federal representatives is critical in order to maximize the Association's success. With more than 50,000 members, ALPA certainly has the potential to influence every member of Congress in a meaningful way.

ALPA's goal this year is to significantly increase members' grassroots participation and to increase the union's power in Washington, D.C. Here are five ways to get involved to suit your schedule and level of interest. ➤

III District Grassroots Meetings

Many members of Congress are more accessible in their home districts than in their D.C. offices. They may take personal meetings or hold meet-and-greet sessions and town hall meetings. These forums provide a great opportunity for pilots to develop a relationship with their own legislators while delivering ALPA's message. Each MEC's legislative coordinator can help you find out about upcoming district events and provide talking points and meeting materials to help with these visits. ➤

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Join ALPA on Facebook and Twitter and subscribe to the Association's "Pilot Partisan" blog to stay up-to-date on legislative issues. Share and re-tweet ALPA's posts and help spread the word to your friends and colleagues on our campaigns to promote pro-pilot outcomes in Washington, D.C. ➤



Join ALPA-PAC

Congress who support the union's legislative agenda regardless of political affiliation.

Through grassroots action, ALPA can improve the professional future for its pilots. Every pilot can help, and ALPA hopes that you will consider participating in at least one of the above activities this year. ➤

ALPA pilots also garner influence with the nation's political community through the Association's Political Action Committee, ALPA-PAC. By pooling donations from members, ALPA is able to help elect pro-pilot members of



How to Win. Period.

By Zack Mooneyham, ALPA-PAC Coordinator

On Capitol Hill, there are three primary ways to win legislative battles: be convincing (direct lobbying), have a large number of active voters on your side (grassroots advocacy), and spend money through a political action committee (PAC).

ALPA actively pursues all three, but the PAC strategy will become increasingly more important in order for the Association to become an ever greater force on Capitol Hill.

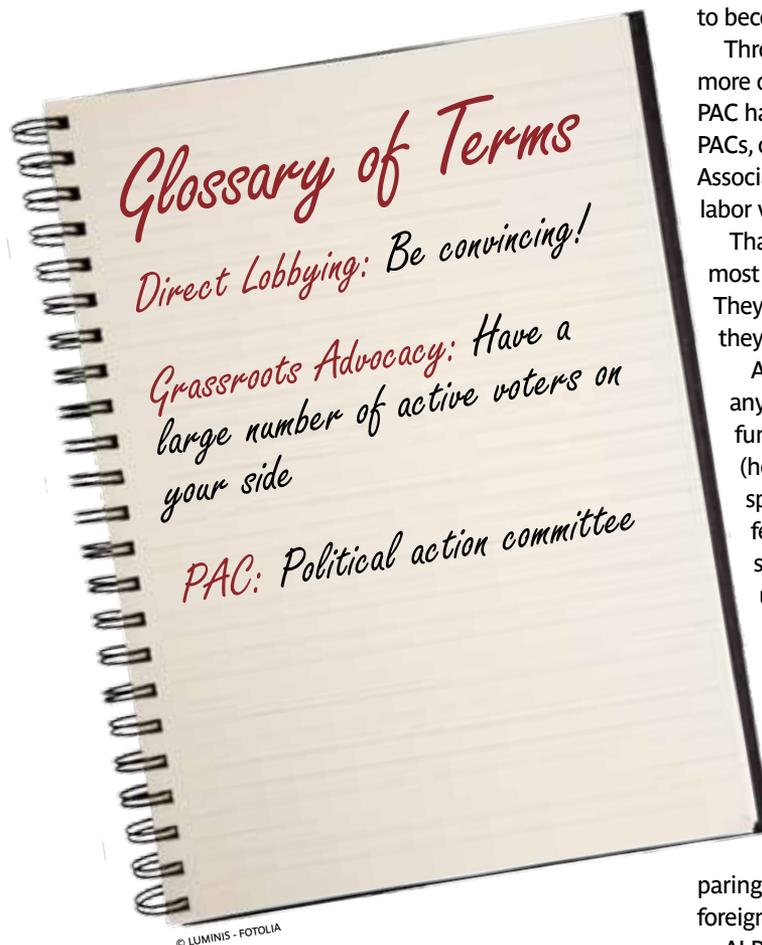
Through ALPA-PAC, the Association is able to achieve far more of its objectives than it could without it. For years, ALPA-PAC has been among the largest and most bipartisan labor PACs, on par with unions 14 times ALPA's size. Politically, the Association has earned its place as the most influential aviation labor voice by being a big player in the bipartisan money game.

That said, the world has changed, and the Association's most frequent opponents today are much more alarming. They've learned to play the money game very well, and they're taking that success to Congress.

ALPA is facing new rivals on Capitol Hill that are unlike any seen before. They are bigger, less scrupulous, and better funded than those from the past. The United Arab Emirates (home of state-sponsored Emirates Air and Etihad) has spent as much as \$5.3 million in one year lobbying the federal government. Furthermore, a Supreme Court decision in Citizens United allows foreign entities to spend unlimited sums to directly influence the election process.

In 2008, all of the Middle East airlines combined had a fleet of 190 widebody aircraft. Including airplanes currently on order from Airbus and Boeing, that number will jump to 752 in the next few years, an increase of nearly 300 percent and about 140 more widebody airliners than all of the U.S. airlines combined. Make no mistake, these foreign airlines want the U.S. airline industry's routes, foreign and domestic, and are preparing to flood Congress with requests to loosen the rules on foreign cabotage and foreign control and ownership.

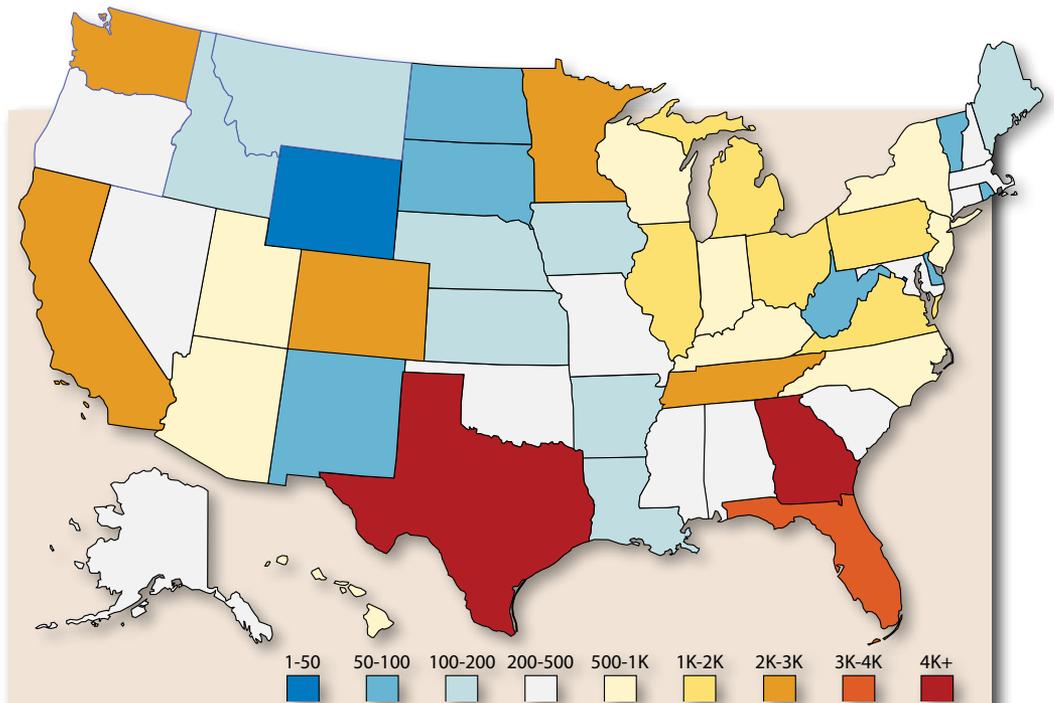
ALPA's ongoing fight on Capitol Hill over the Export-Import Bank is a prime example of why ALPA-PAC must be better funded. These same Middle East airlines are using a taxpayer-capitalized institution to finance their fleet. The Bank's reauthorization is currently moving through Congress, and the Bank has been lobbying hard, in conjunction with Boeing and others, to essentially earn legal sanction for its subsidies of widebody airplanes to foreign competitors. This is an argument that ALPA can win easily on merit, but the Association is facing a strong headwind of cash. The Association must significantly fortify



ALPA-PAC to guarantee that ALPA's message of saving U.S. pilot jobs is not ignored.

ALPA-PAC is funded 100 percent by ALPA members' voluntary contributions. Success depends entirely on members' dedication to the airline piloting profession. In the very near future, ALPA has huge battles to wage on taxes on employer-provided benefits (like health care), labor protections in Open Skies agreements, and foreign control and ownership laws. The Association must be ready to fight these battles, and a strong PAC is essential to that effort.

You can learn more about ALPA-PAC and join the PAC at www.alpa.org/alpapak.



PILOT CONCENTRATION

Based on U.S. federal voting information, ALPA member concentration is illustrated above. Help ALPA's pro-pilot agenda by participating in "Calls to Action," contacting your local representatives, and getting involved. You can make a difference.



Scan here to follow our Pilot Partisan blog today.

We are not interested in one party or another.
We are interested in a pro-pilot agenda.
We are **Pilot Partisan**.

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<http://pilotpartisan.wordpress.com/>

MAKING A DIFFERENCE WITH Pilot-Driven Advocacy

By Michael Robbins, Director, ALPA's Government Affairs Department

ALPA's Government Affairs staff engages daily on Capitol Hill and with the Executive Branch to lobby for pro-pilot legislation and regulations. ALPA's full-time lobbyists are former Capitol Hill professionals, with decades of experience as Washington insiders, giving ALPA members a valuable resource by effectively lobbying in Washington, D.C., on their behalf. The effectiveness of ALPA's staff, however, grows exponentially when ALPA pilots, often in uniform, join the direct advocacy meetings.

Direct advocacy, or lobbying, is an important tool for the Association. Communicating directly to members of Congress and their staff through meetings on Capitol Hill gives ALPA the opportunity to inform decision-makers about the Association's position on key pilot issues and to advocate for them.

Members of Congress and their staff fly on airlines on a regular basis and therefore most have a high level of respect for the airline piloting profession. When ALPA's members are on Capitol Hill with professional ALPA staff lobbyists, that respect is visible and helps to advance meetings in a positive

way. Whether discussing pilot fatigue, a safety or security issue, or protecting negotiated benefits from taxation, having a pilot in the room brings additional authority and gravitas to the meeting.

On numerous issues of late, ALPA members in uniform have come to Washington, D.C., to lobby Capitol Hill. ALPA's Government Affairs Department helps to schedule congressional meetings for ALPA pilots and ensures that the right message is being delivered to key players. ALPA staff ensures that pilot lobbyists are well trained on how to properly conduct a meeting, are armed with talking points and facts, and are ready to face numerous questions from inquisitive members of Congress.

The pilot-driven approach to direct lobbying is proving to be effective. On issues such as allowing airline payments received in bankruptcy to be rolled into a traditional IRA as a rollover contribution, protecting funding for the Federal Flight Deck Officer program, and ensuring One Level of Safety for all pilots, ALPA members are making a difference on Capitol Hill advocating for the Association's pilot partisan agenda. 🌐



ALPA pilots meet with Sen. Lisa Murkowski (R-Alaska). From left are Capt. Fred Eissler (FedEx Express), ALPA Aviation Security chairman; Capt. Doug Ralph (Delta), MEC Government Affairs Committee member; Murkowski; Murkowski staff member; and Capt. Craig Huffman (Alaska), MEC Government Affairs Committee chair.