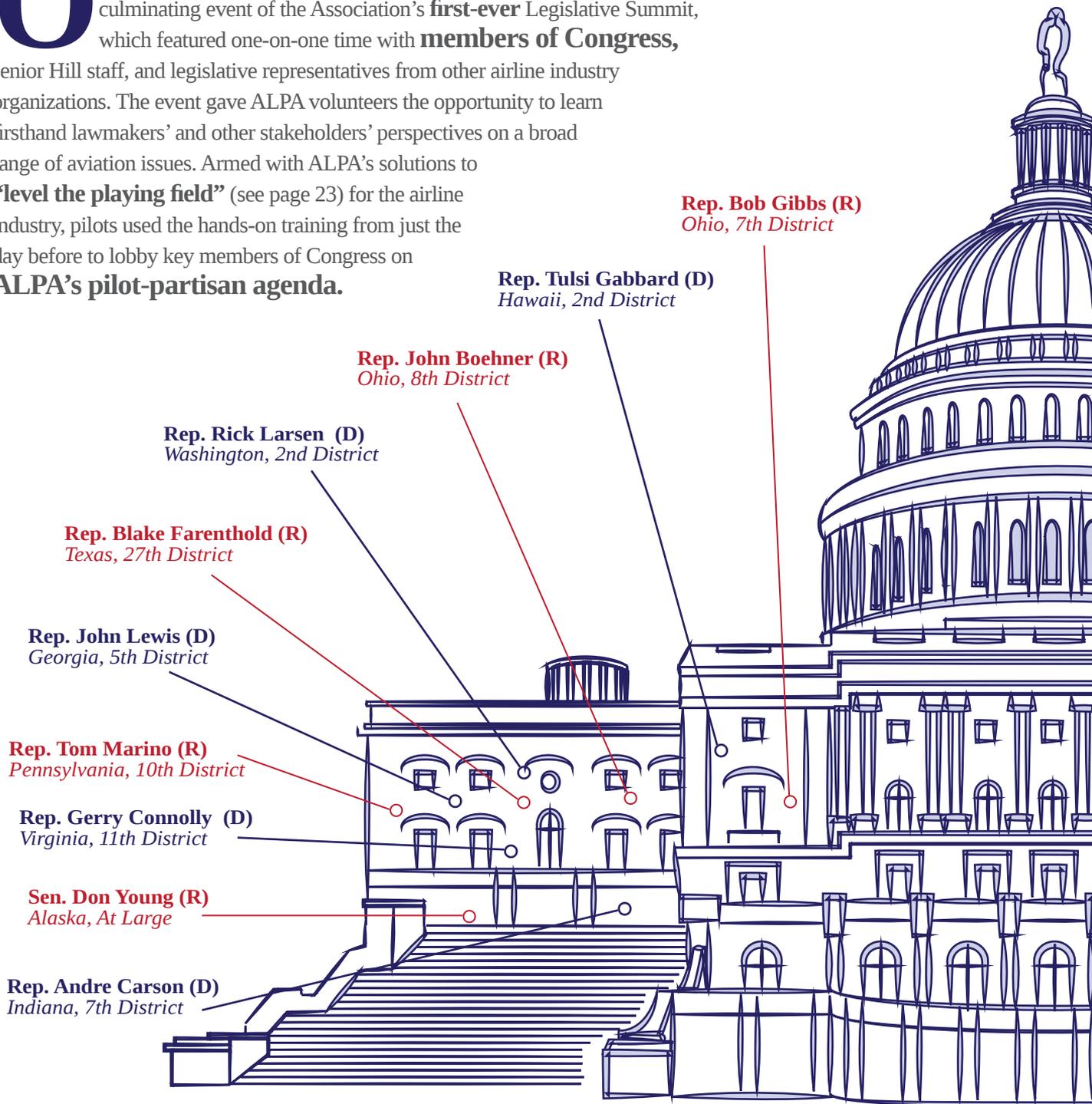


‘Welcome to the Arena’

(See “Every ALPA Pilot in the Arena,” page 5.)

On June 6, 2013, **nearly 100 ALPA pilots** blitzed Capitol Hill as the culminating event of the Association’s **first-ever** Legislative Summit, which featured one-on-one time with **members of Congress**, senior Hill staff, and legislative representatives from other airline industry organizations. The event gave ALPA volunteers the opportunity to learn firsthand lawmakers’ and other stakeholders’ perspectives on a broad range of aviation issues. Armed with ALPA’s solutions to “**level the playing field**” (see page 23) for the airline industry, pilots used the hands-on training from just the day before to lobby key members of Congress on **ALPA’s pilot-partisan agenda**.



Rep. Bob Gibbs (R)
Ohio, 7th District

Rep. Tulsi Gabbard (D)
Hawaii, 2nd District

Rep. John Boehner (R)
Ohio, 8th District

Rep. Rick Larsen (D)
Washington, 2nd District

Rep. Blake Farenthold (R)
Texas, 27th District

Rep. John Lewis (D)
Georgia, 5th District

Rep. Tom Marino (R)
Pennsylvania, 10th District

Rep. Gerry Connolly (D)
Virginia, 11th District

Sen. Don Young (R)
Alaska, At Large

Rep. Andre Carson (D)
Indiana, 7th District

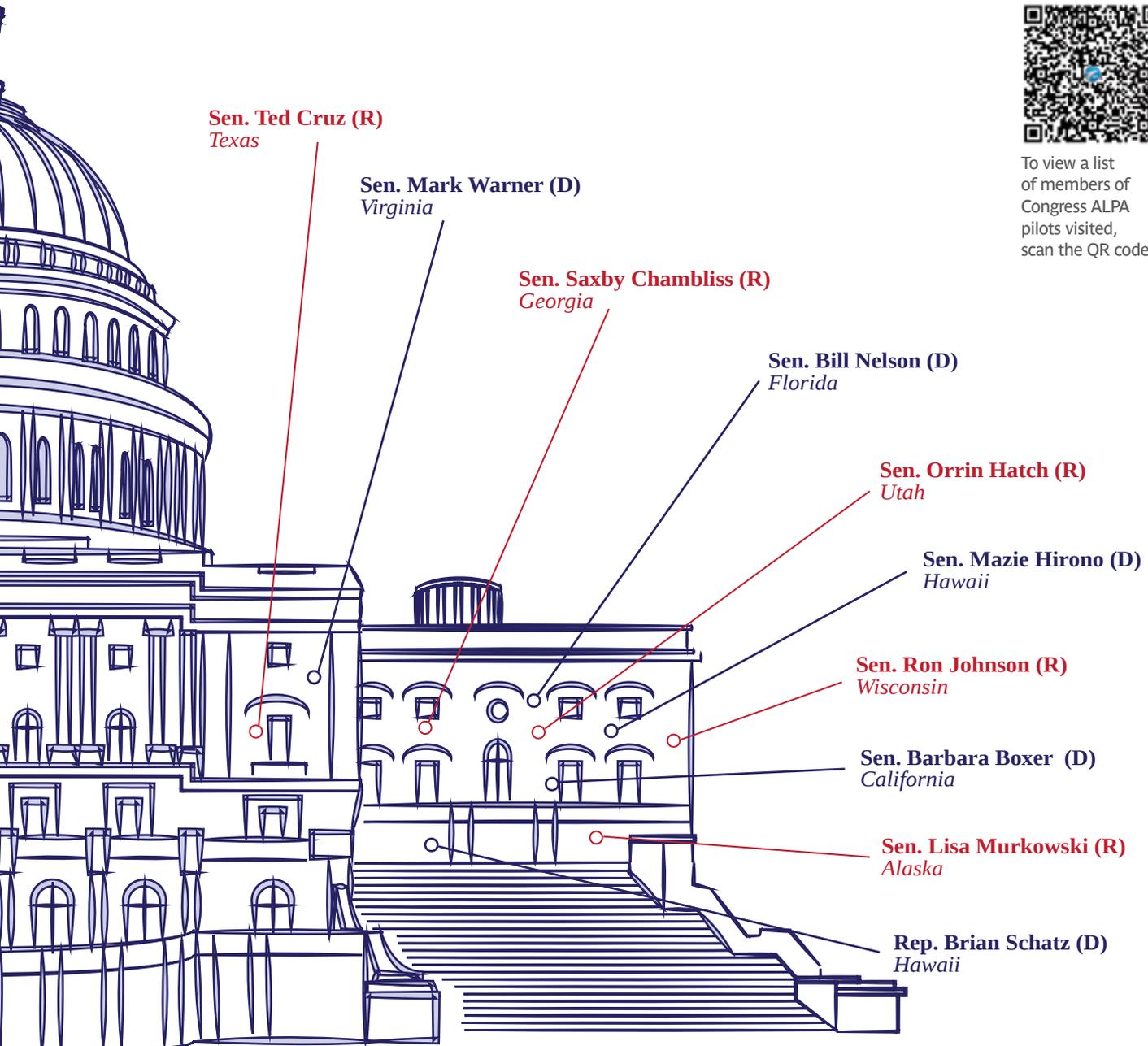
106 Members of Congress

61 Reps
28 Democrats
33 Republicans

45 Senators
25 Democrats
20 Republicans



To view a list of members of Congress ALPA pilots visited, scan the QR code.



 View the slideshow of the meeting and pilots on the Hill at [flickr.com/photos/airlinepilotsassociation](https://www.flickr.com/photos/airlinepilotsassociation/).

ALPA Pilots on Capitol Hill

By ALPA Staff

Nearly 100 ALPA members met with more than 100 members of Congress and their staff during the union's first Legislative Summit, held June 5–6 in Washington, D.C. Representing 15 pilot groups, ALPA members called for redirecting U.S. laws and regulations to give U.S. airlines a fair opportunity to compete with heavily state-backed foreign airlines in the global economy.

Capt. Lee Moak, ALPA's president, described for the summit participants the union's legislative goals and what it will take to achieve them. "I ask two things of each of you. We need you to be resolute in your determination to prevail in Washington, and we need you to bring 10 more of you to ALPA's next legislative summit," he said.

A packed two-day program, ALPA's Legislative Summit featured interactive discussions with key members of Congress who influence the airline industry, as well as senior Capitol Hill staff and legislative representatives from other airline industry organizations. The dynamic panel discussions afforded ALPA volunteers an unparalleled opportunity to learn firsthand lawmakers' and other stakeholders' perspectives on a broad range of aviation issues.

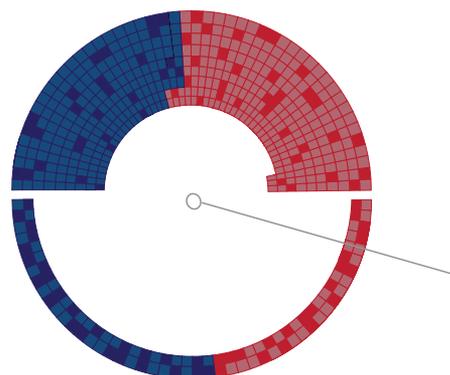
In addition, ALPA's Government Affairs pilot volunteers and staff led detailed how-to sessions, demonstrated best

practices for Hill visits, and equipped participants with the latest information on ALPA's top pilot-partisan legislative and regulatory issues with the release of the updated version of "Leveling the Playing Field for U.S. Airlines and Their Employees" (see "ALPA's Solutions to Global Industry Challenges," page 23).

"This first Legislative Summit marks the latest step in our effort to enhance our union's already strong presence on Capitol Hill and to empower every ALPA member in what must be a full-court press to advance legislation and regulation that strengthens U.S. airlines' competitiveness in the global marketplace," said Carly Hepola, ALPA's grassroots coordinator.

On the second day of the summit, the union's pilots fanned out across Capitol Hill to express in the strongest possible terms their call to Congress to level the playing field for U.S. airlines. During the summit with ALPA pilots on the Hill pushing hard for action, the U.S. House of Representatives passed ALPA-supported amendments to fully fund the Federal Flight Deck Officer (FFDO) program and to restrict any government funding of a Customs and Border Protection preclearance facility in Abu Dhabi.

Commenting on ALPA's commitment to pursue a pro-pilot agenda on the Hill, Moak proclaimed, "Fight's on!"



This graphic depicts the number of Republican and Democratic representatives and senators. The dark red and blue boxes show the members of Congress ALPA pilots visited.

Now Recruiting: Be an August District Advocate!

ALPA is looking for volunteers who are interested in promoting ALPA's legislative agenda and want to serve as pilot-partisan representatives to their local congressional office. Volunteers should be available to participate in advocacy visits during the month of August. To learn more and sign up for training, visit www.ALPA.org/issues.

www.ALPA.org/drawthelinehere

One of the many initiatives of ALPA's policy recommendation white paper includes asking the U.S. government to allocate resources that promote the nation's economic viability. The Department of Homeland Security's (DHS) proposal to build a Customs and Border Protection (CBP) preclearance facility at Abu Dhabi International Airport does the exact opposite. Rather, the facility will generate positive gains for only Etihad Airways, as no U.S. airline flies to Abu Dhabi. Etihad is a state-owned, national airline in the United Arab Emirates (UAE) and has been named the fastest-growing airline in the world.

ALPA recommends that the DHS abandon any plans to open a preclearance facility in the UAE, or any country where U.S. airlines do not do at least a majority of the flying. Congress should prohibit the DHS from spending any funds on preclearance facilities where U.S. airlines have a minor presence and should prohibit the DHS from accepting independent funding of preclearance facilities from any third parties, including cities, countries, and airlines. The U.S. should also prioritize adequate resources to fully and appropriately staff domestic CBP operations.

**Support the cause.
Let your voice be heard.**

Visit www.ALPA.org/drawthelinehere.

ALPA's Solutions to Global Industry Challenges

The U.S. airline industry and its employees operate in a hypercompetitive international marketplace, and within the last 12 years, the industry has seen its fair share of significant financial challenges:

- Since 2000, the industry has lost \$48.1 billion, and
- Of the last 12 years, only 5 have been profitable.

And a new set of challenges erodes U.S. market share in our own back yard:

- The rapid growth and intense competitive pressure from foreign airlines that are—often state-owned or heavily state-sponsored and vertically integrated, and—operate from countries with low or nonexistent tax and regulatory burdens.
- More than 100 Open Skies agreements

the United States has signed with other nations allowing virtually unlimited access to the U.S. market.

As a result, U.S. airlines and their employees find themselves in survival mode, adapting to a global marketplace that for them is an unlevel playing field.

ALPA has developed viable, commonsense solutions to readjust the scales and allow the U.S. to compete.

Within the pages of ALPA's newest white paper, "Leveling the Playing Field for U.S. Airlines and Their Employees," the Association calls upon the U.S. government to focus on three areas:

- Promote the U.S. aviation business environment,
- Defend U.S. aviation jobs in the international marketplace, and

- Enhance international aviation safety and security regulations.

Among the topics that will be discussed more thoroughly in future issues of *Air Line Pilot*:

- Foreign control and ownership,
- Cabotage,
- Open Skies,
- Export-Import Bank,
- Aviation taxes,
- Fuel price stability,
- NextGen, and
- Safety and security.

To read the entire report, visit www.levelingthefieldingfield.ALPA.org.



A Pilot's Perspective

By Capt. Mark Harrison (FedEx)

We had just been seated for dinner at the Capitol Hill Club when a gentleman nearby recognized my hosts and jokingly asked, "Is that the pilots' table now?"—a testament to how recognizable the airline pilot presence has become on Capitol Hill.

I'd arrived only hours earlier to attend a kickoff reception given by Capt. Lee Moak for the President's Club Political Action Committee (PAC) contributors attending the first-ever ALPA Legislative Summit. It promised to be two jam-packed days of learning issues currently affecting U.S. airline pilots, understanding the legislative process, and visiting my congressman and senators. The timing of the summit was fortuitous, since an amendment to fund the Federal Flight Deck Officer (FFDO) program was scheduled for a vote on the House floor at any time that week.

My dinner partners, Capt. Fred Eissler,

chairman of the FedEx Legislative Affairs Committee and ALPA National Aviation Security chair, and Capt. Mike Coffield, Continental's Legislative Affairs chairman, had been at the forefront of the FFDO lobbying effort for the past five weeks. After we ordered, Mike explained to me the process of establishing relationships in the two chambers of Congress, and how vital ALPA's PAC is to that effort. "Without the access the PAC gives us, we wouldn't have as many opportunities to educate lawmakers on issues like the FFDO program," Mike explained. "Most people don't understand that we support members of Congress from both political parties and that the PAC is simply a way to level the playing field and get our issues heard."

And, as I would learn the next day, we have plenty of issues: FFDO, the Abu Dhabi preclearance facility, Safe Skies, the Transatlantic Trade and Investment

Partnership, and a host of others that are of great importance to all U.S. airline pilots and the future of our careers.

Finally, after a day and a half of presentations and lectures about these issues, it was time to head to the Hill to meet our respective federal legislators. Just before we headed out, an announcement was made: The FFDO funding amendment had passed the House. "What you have to understand is that the budget for the FFDO program coming out of the White House stood at zero dollars," Eissler explained. "We managed to get it out of committee at \$12.5 million, then persuaded members of the House to sponsor an amendment to restore it to last year's budget of \$25 million. We absolutely couldn't have done it without the PAC." As it turned out, my first assignment upon meeting my legislators would be to thank them for their vote in favor of the FFDO amendment. 🌐