

SINCE 1931



YEARS

A HISTORY OF ACHIEVEMENT





SINCE 1931
90
YEARS



Since 1931, the Air Line Pilots Association, Int'l has focused on one mission: "Schedule with Safety." For the last nine decades, ALPA pilots have been at the forefront of every significant improvement to airline safety and security.

For its 80th anniversary in 2011, ALPA published "A History of Achievement," documenting the Association's accomplishments since its beginnings—from the "Key Men" who founded the union to save their lives and livelihoods to the dawn of the Jet Age and the complex aviation security concerns post-9/11.

For our 90th anniversary in 2021, in a testament to the never-ending work of the pilot and staff subject-matter experts who continue this mission, ALPA presents this document as a second volume to that history—to honor and celebrate all the ways that it is continuing to uphold and strengthen that tradition of safety.

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ALPA pilots gather at the Association's 65th Air Safety Forum, held in Washington, D.C., in July 2019.



2010-2020

The years 2010 to 2020 saw ALPA take on an increasingly active role in influencing legislation to further the safety of commercial aviation. ALPA line pilots and staff continued to press for safety and security improvements across a broad range of issues, from transport of dangerous goods to laser attacks on airline cockpits to continued implementation of vital airspace modernization programs. ALPA's safety, security, jumpseat, and pilot assistance groups were combined to form its Air Safety Organization, led by a national safety coordinator. And although the airlines and the world faced unprecedented challenges and setbacks due to a global pandemic, ALPA pilots got to work immediately to save pilot jobs while also serving on the front lines to deliver essential supplies, vaccines, and medical professionals where they were most needed.

2010 After a series of airline accidents involving pilot training and qualification issues, ALPA works with Congress and the administration on the passage of the Aviation Safety and FAA Reauthorization Act of 2010, P.L. 111-216. This legislation and subsequent law leads to sweeping improvements in FAA regulations in the areas of pilot training, qualifications, and minimum flight experience in order to serve as a pilot in FAR 121 airline service. Among other items, this law establishes the restricted ATP and requires first officers to hold either an airline transport pilot (ATP) or restricted ATP (R-ATP) certificate to serve in FAR 121 revenue service. The result puts greater value into the airman certificates ALPA members hold.

2011 In January, ALPA takes aim at laser strikes, creating an action plan for mitigating this threat, including an awareness campaign in *Air Line Pilot* magazine with recommendations for pilot actions surrounding laser-illumination events and advocating for federal legislation criminalizing intentionally aiming a laser at an aircraft or its flight path as well as for an increase in the FAA's civil fining authority for intentional laser illumination of aircraft. ALPA also holds a successful one-day conference highlighting the dangers of aircraft laser strikes.

2011 ALPA combines its Safety, Security, and Pilot Assistance disciplines into the Aviation Safety Organization (ASO) led by the national safety coordinator, typically the first vice president.

2011 ALPA publishes a white paper that reaffirms pilot-in-command authority to put a CASS-vetted pilot in the jumpseat, regardless of available seats in the passenger cabin, and provides it to the White House.

2011 The ALPA/Airlines for America joint venture “Known Crewmember (KCM)®” is approved by the TSA as a standing risk-based security program.

2012 ALPA advocates for the passage of the FAA Reauthorization Bill of 2012, which includes improvements such as NextGen funding, Midway Island funding, a plan for UAS integration into the national airspace system, and a prohibition on pointing lasers at aircraft.

2012 ALPA forms the President’s Committee for Remote Operations (PCRO) to address the

unique challenges faced by pilots flying in or over the Arctic and other remote regions. Over the next two years, Nav Canada introduces 400 RNAV approaches thanks to the PCRO’s advocacy.

2012 ALPA hosts a series of one-day conferences, focusing on advancing safety and security in all-cargo operations, the evolution of pilot training for safety, and the Aviation Safety Action Program.

2012 The FAA issues a notice of proposed rulemaking regarding first officer training and qualifications, which contains many of ALPA’s recommendations, including credit toward the 1,500-hour requirement for an ATP from an accredited aviation institution and the military.

2012 With ALPA’s strong support as a key contributor, the FAA publishes AC (Advisory Circular) 120-109 on stall and stick-pusher training. This AC is based on a review of recommended practices by major aircraft manufacturers, labor organizations, air carriers, training organizations, simulator manufacturers, and industry representative organizations.

2013 The FAA regulations for minimum first officer qualifications, which include minimum flight experience, become effective in August. The rules require all airline pilots operating under 14 CFR Part 121 to possess an ATP or R-ATP certificate. The new rules allow pilots with as few as 750 flight hours to obtain the R-ATP, while meeting the prerequisite education and flight training requirements from either the military or aviation-accredited colleges and universities.



Known Crewmember ties airline employee databases together in a seamless way and enables TSA security officers to positively verify the identity and employment status of crewmembers.

2013 ALPA hosts several one-day conferences on safety data sharing, remote operations, and security. Co-hosting with NATCA, ALPA emphasizes the need to move NextGen forward at a one-day conference discussing NextGen from the end user's perspective.

2013 Following years of advocacy from ALPA, the FAA begins DataComms trials at Newark Liberty International and Memphis airports in September.

2013 New International Civil Aviation Organization (ICAO) technical instructions for the safe transportation of lithium batteries take effect, based on ALPA's advocacy efforts through the International Federation of Air Line Pilots' Associations (IFALPA) to the ICAO Dangerous Goods Panel. While the rules significantly improve the safety of transporting these hazardous materials, ALPA continues to press for additional advances in the safe transportation of dangerous goods.

2013 The Flight Deck Automation Working Group, a joint working group of the Performance-Based Aviation Rulemaking Committee (ARC) and the Commercial

Aviation Safety Team (CAST)—co-chaired by ALPA and tasked with addressing the safety and efficiency of modern flight deck systems—produces its final report.

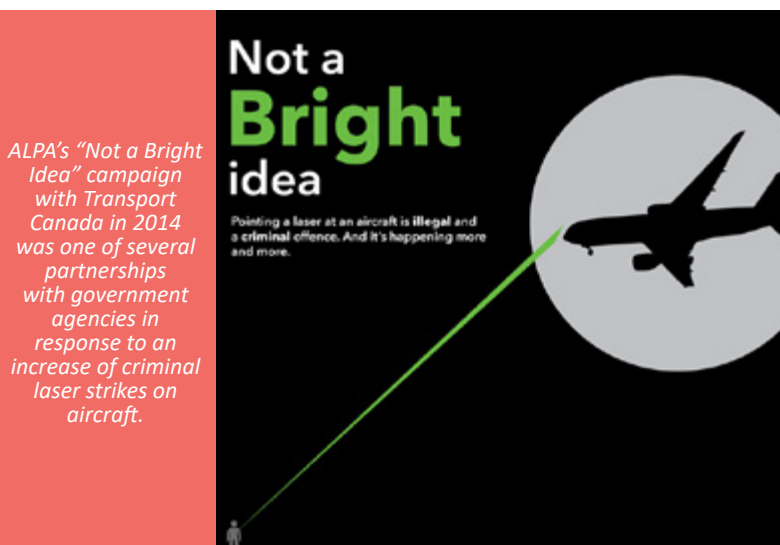
2013 On July 6, 2013, Asiana Flight 214 crashes during landing at San Francisco International Airport. ALPA responds to assist the Asiana pilots and the Asiana Pilot Union, demonstrating the importance of being a Member Association of IFALPA. ALPA provided these pilots and their union support and expertise both onsite in San Francisco and throughout the entire investigation.

2013 On November 10, 2013, Bearskin Flight 311 crashes on approach into Red Lake Airport in Ontario. ALPA responds to assist the Bearskin MEC in their investigation and response to the fatal accident.

2013 With the support and involvement of ALPA and other stakeholders to the FAA, RTCA issues a report on minimum operational performance standards for secondary barriers.

2013 With ALPA's full support, the FAA updates Part 121 subparts N and O training and qualification regulations for pilots, establishing requirements for extended envelope training that includes upset recognition, prevention and recovery, and full stalls.

2014 ALPA, together with the FAA and the FBI, launches the "Protecting Aircraft from Lasers" campaign to educate the general public about the dangers of shining a laser at an aircraft and remind them that knowingly doing so is a federal felony. ALPA also partners with Transport



Canada on its “Not a Bright Idea” campaign to combat laser strikes, which is a federal felony.

2014 The FAA’s regulations for Flight and Duty Limitations and Rest Requirements becomes effective. ALPA co-chaired the ARC whose recommendations served as the basis for the final rules. However, in a last-minute change by the Office of Management and Budget, pilots flying for all-cargo carriers are carved out of the new rules. ALPA continues to advocate and press for science-based flight and duty limitations and rest requirements for all ALPA members.

2014 The FAA establishes the Air Carrier Training ARC to maintain the quality of air carrier training. ALPA provides key leadership on various subgroups of the ARC, including co-leading the Education, Training, and Experience for an ATP Workgroup, Pilot Mentoring, and the Flight Path Management Workgroup, and is a key stakeholder on the ARC’s Steering Committee.

2014 ALPA hosts one-day conferences on pilot health; the proactive use of safety data, including taking an international look at sharing data; and the future of U.S. aviation.

2014 ALPA publishes a Flight Safety Foundation-sponsored report titled “Practical Guide for Improving Flight Path Monitoring.” This is based on the Association’s advocacy for improved Human Factors focus and leadership at the Human Factors Aviation Industry Roundtable.

2014 ALPA advocates for and helps implement revised airport construction standards



ALPA testifies on the need for greater UAS oversight before the U.S. House of Representatives Aviation Subcommittee in 2015.

in the United States, including use of “shortened” runway operations.

2015 The FAA releases proposed regulations for commercial operations of small unmanned aircraft systems (UAS). ALPA is a staunch advocate for the safe integration of UAS into the national airspace, although the FAA is initially prohibited by law from establishing regulations for model/hobby UAS.

2015 ALPA hosts one-day conferences on transportation security, the perceived “pilot shortage,” and air cargo safety and security.

2015 ALPA updates its Advanced Accident Investigation training to include a donated FedEx Boeing 727 to prepare the next generation of accident investigators.

2015 On December 11, 2015, Wasaya Flight 127 crashes while en route from Pickle Lake Airport, Ontario. ALPA assists the Wasaya MEC in the response and investigation into the fatal accident.

2015 The TSA, in response to ALPA advocacy, rules that pilots will no longer be required to be in uniform to use KCM.

2015 The FAA publishes AC 120-109A, Stall Prevention and Recovery Training. This updates the original AC published in 2012 and provides guidance for training, testing, and checking pilots to ensure correct responses to impending and full stalls.

2016 ALPA hosts a one-day conference on Canada's air transportation industry, focusing on operations at the far northern airports in North America.

2016 ALPA participates in the National Transportation Safety Board (NTSB) Pilot Report (PIREP) Forum advocating for improved dissemination of PIREPS throughout the national airspace system.

2016 On October 28, 2016, FedEx Express Flight 910's left main landing gear fails while landing in Fort Lauderdale. ALPA responds and assists the crew and FDX MEC with the investigation.

2016 Based on ALPA's advocacy efforts through IFALPA, new ICAO technical instructions become effective for the transportation of lithium batteries which prohibit lithium battery shipments on passenger flights, requires a maximum state of charge of 30 percent for lithium-ion shipments, and eliminates a loophole for bulk shipments of lithium batteries.

2016 ALPA publishes a second edition of the white paper entitled "Producing a Professional Pilot: Screening, Training, and Mentoring the Next Generation of Flightdeck Crewmembers."

2016 The FAA publishes the Flight Simulation Training Device Qualification Standards for Extended Envelope and Adverse Weather Event Training Tasks Final Rule. Its primary purpose is to ensure simulators have the fidelity to support the new Part 121 pilot training requirements published in 2013 for full stall and stick-pusher maneuvers, upset recognition and recovery maneuvers, maneuvers conducted in airborne icing conditions, takeoff and landing maneuvers in gusting crosswinds, and bounced landing recovery maneuvers.

2017 ALPA hosts one-day conferences on aviation security, voluntary safety programs, and all-cargo operations safety and security issues.

2017 ALPA leads the development of Aviation Safety Information Analysis and Sharing (ASIAS) program core principles to ensure flight crews continue to have adequate protections.

2017 The NTSB hosts a forum on runway incursions, and ALPA highlights its concerns and issues with runway safety.

2017 On July 7, 2017, Air Canada Flight 759 was nearly involved in an accident at San Francisco as the aircraft had lined up with a parallel taxiway on which four fully loaded and fueled passenger airplanes were stopped awaiting takeoff clearance. ALPA assists the Air Canada Pilots Association in the NTSB investigation into the wrong surface approach.

2017 Based on ALPA's advocacy, federal flight deck officers are allowed to use KCM starting in April.

2017 ALPA establishes the Jumpseat discipline as a fourth pillar of the ASO leadership structure, reinforcing the interest of one level of safety and security, and in recognition of the demand of unique flight deck access issues and initiatives.

2017 ALPA successfully advocates for a Cargo Working Group to be stood up under CAST's Joint Implementation Measurements and Data Analysis Team to look at the differences of all-cargo operations.

2017 The FAA publishes SAFO 17007, Manual Flight Operations Proficiency, which encourages the development of training and line-operations policies. It ensures that proficiency in manual flight operations is developed and maintained for air carrier pilots.

2017 ALPA takes a key role in a Transport Canada-led conference on "Fit to Fly,"

encouraging pilot support programs instead of increased medical and mental scrutiny. ALPA's programs were highlighted by Transport Canada as examples for all airlines.

2017 With the launching of satellites with automatic dependent surveillance-broadcast (ADS-B) surveillance capability, Nav Canada holds several meetings to develop an ADS-B mandate for Canada. ALPA emphasizes support for the concept and highlights the need for compatibility of systems and procedures with the U.S. mandate.

2018 The FAA takes additional steps in restricting lasers, issuing an interim order that prohibits many handheld lasers in certain areas and close to airports. ALPA provides comments on the draft interim order and input concerning lasers to the NTSB.

2018 A five-year FAA reauthorization bill is signed into law (P.L. 115-254). The landmark aviation safety law contains no fewer than 25 ALPA-requested statutory and regulatory changes that cover a myriad of pilot priorities setting safety-forward federal policy, including:

- ▶ automatic inclusion of ASAP reports,
- ▶ mandating the installation of physically installed secondary cockpit barriers on all newly manufactured passenger airliners,
- ▶ harmonizing lithium battery regulations with ICAO technical instructions,
- ▶ restoring the FAA's ability to require that small UAS operators register their UAS,



The FAA Reauthorization Act of 2018 included many ALPA priorities, such as mandating the installation of secondary cockpit barriers on all newly manufactured passenger airlines.

- ▶ solidifying pilot-in-command authority in legislation, and
- ▶ calling for the formation of a new Women in Aviation Advisory Board.

Significantly, the law does not contain any provision that ALPA opposed, such as rollbacks or changes to minimum first officer training, qualification, or flight experience regulations. ALPA's tireless efforts in support of the legislation include direct pilot engagement with Congress. ALPA pilots and MECs send thousands of letters and Call-to-Action messages to Congress on a number of issues related to the reauthorization bill, illustrating ALPA's influence.

2018 KCM reaches a significant milestone with the clearing of over 100 million crewmembers since its inception in 2011.

2018 ALPA launches the Pilot Peer Support Program (PPS)—a network connecting ALPA members with trained pilot peers to help them deal with stress from any personal or professional problems. PPS is offered through ALPA's ASO Pilot Assistance structure, which is tasked with promoting airline pilot professional performance, health, and well-being, and administered by ALPA's Aeromedical Group.

2018 Transport Canada announces new flight- and duty-time regulations that bring

Canada in line with the rest of the world. Over nearly a decade, ALPA played a key role to secure updated, science-based flight- and duty-time regulations that had been one of the most important aviation safety issues for flight crews in Canada.

2018 ALPA facilitates coordination between airline industry and commercial space leadership to begin work on integrating commercial space activities with airline operations in the national airspace system. The effort continues to allow both industries to grow together.

2018 ALPA collaborates with the Pipeline and Hazardous Materials Safety Administration to develop the "Check the Box" undeclared hazardous materials public awareness campaign.

2018 ALPA hosts a one-day conference highlighting the important role of Human Factors. ALPA emphasizes that the line pilot must be taken into account from the initial aircraft design to operations, including ergonomics and SOPs, to name a few areas of interest.

2018 ALPA submits comments to the Canadian Senate Standing Committee on Transport and Communications advocating against the Canadian Transportation Safety Board's (TSB) recommendations regarding image recorders in aviation following a TSB study on locomotive video and voice recorders.

2018 All U.S. Part 121 airlines are required to have safety management systems in place, a requirement advocated for by ALPA.

2018 ALPA receives honors at the 61st Aviation Week Laureate Awards as part of the CAST

The 2018 "Check the Box" campaign from ALPA and the Pipeline and Hazardous Materials Safety Administration alerted the public to the dangers of unmarked hazardous goods on aircraft.



and ASIAs programs for the category “Commercial Aviation, Safety.”

2018 ALPA publishes a white paper calling for the safe integration of commercial space vehicles into the national airspace system, as the number of spaceports and launches increase across North America. ALPA testifies in June and brings together representatives from the airline and commercial space industries in September for a day-long session on collaboration into the future.

2018 The position of Jumpseat director of Canada is created.

2018 ALPA co-chairs the Aviation Rulemaking Advisory Committee’s Loadmaster Certification Working Group. The final report and recommends that the FAA require air carriers conducting special cargo operations under 14 CFR Part 121 to have an FAA-Approved Special Cargo Program to identify specific training to ensure compliance with airplane flight manuals.

2018 ALPA leads the effort for an industry-wide position on lasers in Canada, resulting in a joint letter to the Canadian government including measures on banning certain lasers and increasing the legal consequences for pointing a laser at an aircraft.

2018 ALPA submits several safety-critical issues, including flight and duty times, lasers, drones, and more to include in the revision of the Transportation Safety Board of Canada’s Watchlist—several of which were added thanks to the Association’s advocacy efforts.

2019 As a result of two fatal airline accidents within a five-month period, the FAA, Transport Canada, European Union Aviation Safety Agency, and other airworthiness authorities “ground” the B-737 MAX. ALPA immediately forms the B-737 MAX Response Group. Chaired by ALPA’s first vice president, the group is made up of representatives and subject-matter experts from the ALPA ASO and all MEC pilot groups that operate the aircraft. Supported by ALPA staff, the group begins to host a series of meetings and briefing provided by FAA, Transport Canada, and Boeing.

2019 The FAA releases additional rules to regulate small UAS, including an interim final rule requiring all registered UAS operators to display the registration number on the drone instead of hiding it inside a compartment.

2019 The Department of Transportation’s (DOT) Pipeline and Hazardous Materials Safety Administration issues an interim final rule that enhances safety provisions for lithium batteries transported by air in the United States. ALPA has been a strong proponent on the safe shipment of dangerous goods throughout the years.

2019 In Canada, Transport Canada announces regulations for small remotely piloted aircraft systems. Although ALPA had participated in the development of the regulations, the Association responds by urging the government to add more protections for the traveling public after several instances illustrate the need for more robust regulations.

2019 The ASO's Jumpseat Forum celebrates its tenth anniversary during the 65th Air Safety Forum. ALPA's new jumpseat etiquette training video wins the Gold Excel award from Association Media & Publishing.

2019 Satellite-based ADS-B becomes globally available in May. The system allows for global coverage and faster, more frequent update rates compared to previous aircraft tracking capabilities. This is a capability that both IFALPA and ALPA called for, as a result of lost aircraft. Our support for the capability is recognized by Aireon, by dedicating one of the satellites to ALPA, and placing a plaque on a satellite in orbit.

2019 ALPA holds a public one-day conference on commercial space integration in Washington, D.C.

2019 ALPA's ASO establishes a new Health and Environment working group whose first task is to mitigate the ongoing safety impacts of noxious smoke and fumes in airline cockpits and cabins.

2019 ALPA leads a Safer Skies Coalition representing 9,000 Canadian pilots to develop a level playing field when Fatigue Risk Management Systems (FRMS) are introduced by airlines for use with the revised flight and duty times regulations in 2020. Several meetings, including with Transport Canada and airline management, were held to develop FRMS guidelines.

2019 ALPA successfully advocates against an intended reintroduction of a requirement by the TSA and Airlines for America for crewmembers to be in uniform to use KCM.

2019 ALPA successfully advocates that the FAA allow pilots with insulin-treated diabetes to obtain or hold a first- or second-class medical certificate with proper treatment protocols. This policy change helps many highly qualified pilots continue to fly commercially.

2020 ALPA and Airlines for America hold a fatigue management seminar titled "FAR 117–Fitness for Duty and Responsibilities." The seminar provided a forum for pilots, airlines, the FAA, and the National Transportation Safety Board to discuss flight- and duty-time issues, particularly fitness for duty practices and responsibilities under FAR Part 117.

2020 ALPA joins the call for access to deicing equipment in remote regions in the wake of a 2017 accident in Canada. During the accident investigation, the Transportation Safety Board (TSB) of Canada released an anonymous survey to pilots operating in northern Canada. Of the over 650 pilots who responded, only 15 percent reported



The ALPA President's Committee for Diversity & Inclusion promotes respect for diversity in the airline piloting profession and helps ensure that all ALPA members feel valued as individuals within the union and their chosen profession.

having access to anti-icing equipment, and 74 percent reported having witnessed an aircraft taking off with contaminated critical surfaces. The TSB concluded that taking off with contaminated critical surfaces is a deviation that has become normalized. ALPA chaired several working groups as part of Transport Canada's De-Icing Working Group.

2020 In response to the spread of coronavirus and its adverse impact on aviation, ALPA forms the COVID-19 Task Force. Chaired by the ALPA first vice president, it is made up of representatives and subject-matter experts from the ASO, all MEC Aeromedical chairs, and the Aeromedical Office. The task force coordinates the Association's response to the spread of the virus and its impact on pilots. Recognizing an evolving situation, the Association creates a webpage with additional resources for crewmembers.

2020 ALPA pilots join the U.S. Secretary of Transportation to engage transportation stakeholders and kick off a renewed commitment to the Human Trafficking Awareness and Public Safety Initiative, focusing on training for employees in all transportation sectors on how to best detect and report incidents of human trafficking.

2020 ALPA representatives attend the NTSB's midpoint progress meeting in Washington, D.C., to evaluate the status of the Board's open safety recommendations. The biannual gathering of transportation stakeholders serves an important role in establishing the NTSB's Most Wanted List that helps advance safety across all modes of transportation.

2020 The Association issues a Call to Action instructing the FAA to mandate secondary barriers on all newly manufactured aircraft. As a result, FAA tasks the ARAC to recommend a framework for regulations requiring cockpit secondary barriers. ALPA is selected as chair for this new activity, and the committee product is delivered and accepted in early 2020.

2020 The ALPA Canada president provides an expert analysis from the line-pilot perspective and additional suggestions regarding the Boeing 737 MAX to Canada's Standing Committee on Transport, Infrastructure, and Communities.

2020 ALPA creates the President's Committee for Diversity & Inclusion, an effort to ensure that all members feel respected and that future generations of airline pilots from all walks of life and backgrounds—regardless of race, gender, religion, or sexual orientation—feel that the pilot profession is accessible to them. The committee will also strive to strengthen relationships with existing organizations that serve targeted groups of pilots and look for new opportunities to connect with young people who may never have considered the pilot profession as an attainable career.

2020 As the world works to prevent the spread of COVID-19, ALPA advocates for government relief packages in the United States and Canada that prioritize frontline aviation workers, include strong labor protections, and provide assistance to all commercial airlines. The final legislation—the Coronavirus Aid, Relief, and Economic Security (CARES) Act—reserved \$61 billion for the airline industry, with much of it targeted for

airline employees and their families. In Canada, the government announced a 75 percent wage subsidy for small, medium, and large businesses.

2020 ALPA works with the FAA to extend medical certification for flight crewmembers and to change the oxygen mask requirement from FL 250 to FL 410.

2020 In mid-April, passenger air travel drops to just 5 percent of the previous year's level. At the same time, airline pilots provide essential services to not only keep supply lines that are critical to the global economy open, but also provide much-needed humanitarian aid around the world.

2020 Citing safety concerns as a result of potential frequency interference, ALPA joins a coalition opposing the issuance of a 5G data network license to Ligado Networks, a privately held telecommunications company. The Federal Communications Commission license allows Ligado to use radio frequencies adjacent to global positioning system (GPS), Iridium, INMARSAT, and other frequencies used for satellite-based aviation navigation and communications services.

2020 ALPA participates in a virtual FAA town hall of government and industry leaders to address the unprecedented challenges caused by the COVID-19 pandemic and work toward adapting the airline industry and its safety processes.

2020 The ICAO releases recommendations—with the support of ALPA—that provide guidance to global aviation authorities on how to safely resume air travel as the world begins to rebuild after the COVID-19

pandemic, while reiterating their call for airlines to be required to adhere to established public health protocols.

2020 ALPA leads drone and aviation industry representatives in the FAA's Drone Advisory Committee to develop six safety tenets that ultimately serve as guiding principles in the development a safety culture within the unmanned aircraft systems community.

2020 As the COVID-19 pandemic continues, the Association rallies support for an extension to the CARES Act Payroll Support Program as the Canadian government extends the Canada Emergency Wage Subsidy program until at least December 2020.

2020 In response to increased public concern and attention, ALPA publishes a white paper detailing how the airlines conduct environmentally responsible operations while providing the fastest and safest means of public transportation available. "Airlines and the Environment" details how the airline industry—which contributes only about 2 percent of the carbon emissions attributable to human activity while making major contributions to the global economy—is actively working to further reduce aviation's overall environmental impact. The paper also effectively counters the "flight shaming" movement, which is gaining in popularity.

2020 As the expiration date for CARES Act provisions approaches, U.S. airlines begin to ask for early retirements in order to stave off furloughs and layoffs.

2020 ALPA launches the "Ready for Takeoff" campaign—a comprehensive, high-impact



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ALPA's "Ready for Takeoff" campaign aimed to reassure passengers that no matter the circumstances—even a pandemic—they can feel confident knowing that their well-being is the pilots' top priority.

public-awareness initiative to reassure passengers in the United States and Canada that when they are ready to travel, airline pilots are ready for takeoff.

2020 ALPA's biennial Board of Directors meeting is held via videoconference to address social-distancing measures brought on by the COVID-19 pandemic.

2020 ALPA supports the FAA and the final Airworthiness Directive and Flight Standardization Board report for the Boeing 737 MAX, paving the way for the aircraft's return to service after being grounded internationally since March of 2019.

2020 Transport Canada regulations that improve flight and duty time limits become effective after nearly a decade of advocacy by ALPA leadership.

2020 ALPA leadership is appointed to chair the FAA's Flight Standards Transparency, Performance, Accountability, and Efficiency Aviation Rulemaking Committee, which makes recommendations to streamline

applicable approval processes, improve safety, and reduce regulatory cost burdens and delays for the FAA, airlines, and manufacturers.

2020 Based on ALPA's advocacy efforts following the two Boeing 737 MAX accidents, ICAO forms a Pilot Training and Licensing Panel under the Air Navigation Commission to conduct a coordinated review and development of personnel training and licensing requirements.

2020 ALPA leadership elevates Pilot Peer Support as a new subgroup under the ASO Pilot Assistance structure.

2020 Based on ALPA's advocacy efforts, RTCA creates a special committee to develop guidance material for cleaning and sanitizing aircraft. ALPA chaired several working groups, including the writing team. The group is given a 90-day window to complete their activities and the report is accepted and published before the end of 2020.

2020 ALPA's Aviation Safety chair is selected to co-lead the ASIAs Executive Board, making ALPA the first labor association co-chair of ASIAs. ASIAs, along with CAST, are the two principal government-industry groups charged with improving safety through evaluation of data, risk identification, and mitigation.

2020 ALPA leadership appointed to chair the Safety Oversight and Certification Advisory Committee (SOCAC) Subcommittee charged with working FAA taskings delegated by the SOCAC. The subcommittee's first task is to examine and make recommendations



As the COVID-19 pandemic continues, the Association rallies support on Capitol Hill for an extension to the CARES Act Payroll Support Program.

on preparing the FAA and assisting the industry in planning for future personnel knowledge and skill needs.

2020 The Canadian Aviation Safety Officer Partnership holds a working group meeting with multiple stakeholders, including Transport Canada, and for the first time shares safety data without fear of penalty. This is a positive step forward in the effort to create groups equivalent to ASIAS and CAST.

2020 The FAA publishes the Pilot Professional Development Final Rule to enhance the professional development of pilots in air carrier operations. The rule requires air carriers to provide new-hire pilots an

opportunity to observe flight operations and become familiar with procedures before serving as a flightcrew member in operations, revise the upgrade curriculum, and provide leadership and command and mentoring training for all pilots-in-command.

2020 ALPA is appointed by Secretary of Transportation to DOT's Lithium Battery Air Safety Advisory Committee formed pursuant to Section 333 of the FAA Reauthorization Act of 2018. The committee will provide advice and recommendations to improve the safe air transportation of lithium ion and lithium metal cells and batteries, the effectiveness and economic and social

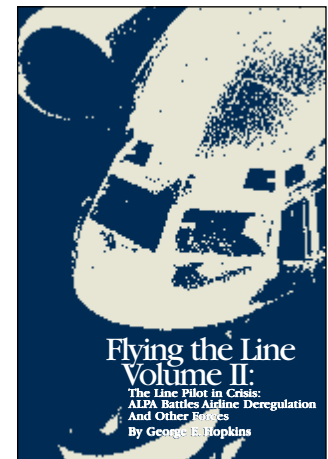
impacts of regulations, and new lithium battery technologies.

2020 ALPA actively participated on a two-year ICAO working group, Cargo Safety Subgroup to develop new chapter 15 to Annex 6 (Operation of Aircraft) that became effective November 5, 2020. The new chapter requires states to ensure operators establish policies and procedures that include a specific safety risk assessment for the types of items carried in the cargo compartments.

2020 Congress passes Consolidated Appropriations Act of 2021, which includes the ALPA-supported Aircraft Certification, Safety, and Accountability Act. This landmark legislation puts in place critical reforms to the aircraft certification process that will help ensure a proactive and objective safety culture across all levels. The bill requires airline pilots to be an integral part of the certification process.

2020 By the end of 2020, U.S. passenger airline travel is approximately 60 percent of levels the year prior, and trending upward. 🌐

This document covers a very busy period of time for ALPA, but the Association's history is full of significant achievements. For a look at ALPA's work since its inception in 1931, including links to *Flying the Line Volumes I and II, A History of Achievement: 80 Years of Pilots Putting Safety and Security First*, and more, visit alpa.org/history.





For more than 90 years, ALPA pilots have successfully worked to enhance aviation safety and security for the benefit of air travelers, flight crews, and the airline industry as a whole.

ALPA remains steadfastly committed to continue these efforts to maintain and enhance air travel as the dependable, secure, and safe mode of transportation it is today.

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