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DPA: Wrong on Washington, Wrong for Delta Pilots *ALPA impacts every pilot issue on Capitol Hill*

Compensation leads the Delta pilots' goals as expressed in [our MEC's mission statement](#), but each of our objectives is critical. Therefore we work to improve each area at every opportunity.

No equivocation: We seek compensation commensurate with the expertise and responsibility of our profession - and reflecting the profitability of our Company. Opportunity will present itself to further this cause with Delta.

But, to succeed we must fight in every arena. We cannot simply engage with the Company, whether it is constructive engagement or not. *We must work everywhere and our national association is crucial to our efforts.* ALPA's Government Affairs structure is by far the largest, most effective organization representing the interests of airline pilots in Washington and around the globe; to claim otherwise is demonstrably incorrect.

The Association even partners with our government internationally, most recently working side-by-side with the State Department in bi-lateral trade negotiations with Japan.

ALPA's delegation of Delta pilots was the only pilot group at these critical discussions.

Unfortunately, not every pilot seems to understand how important this is.

The Delta Pilots Association (DPA) proposes not only to replace our Delta representation structure; they intend to replace our ALPA Government Affairs machine with the Coalition of Airline Pilots Associations (CAPA). *The Southwest pilots abandoned CAPA this year.* SWAPA's site promotes the necessity of government engagement, but SWAPA also saw wisdom in withdrawing from CAPA.

CAPA is not involved in Japan-U.S. trade relations. ALPA is. This is precisely because ALPA's influence also dwarfs CAPA's in Washington, and in Montreal at ICAO.

The CAPA website mentions five member associations: the Allied Pilots Association (APA), Independent Pilots Association (IPA), US Airline Pilots Association (USAPA), and Teamsters Locals 1224 and 357. The APA, IPA, and USAPA represent the American, UPS, and US Air pilots.

The Teamsters represent various small carriers, regionals, and cargo pilots. On August 7, 2013 CAPA listed among them "ABX Air, Horizon Airlines, Southern Air, Silver Airways, Kalitta Air, Miami Air, Cape Air, Omni Air, Alegiant (*sic*) Air and Atlas Air..."

Since the DPA repeatedly states their "(i)nfluence (will be) used solely for Delta pilot mandates," it may be they are unclear that the organization they wish to join, CAPA, represents mostly pilots in competition with Delta pilots, and many of those fly regional jets.

This would appear to support the idea of a national professional organization like ALPA.

Other DPA claims and proposals are of course also problematic.

They tout CAPA as an effective pilot political voice on Capitol Hill.

Two things matter in Washington, D.C. - money and votes, like it or not.

When it comes to PAC spending in the first six months of 2013, CAPA pilot unions collectively *only raised* \$110k for their PACs. Over that same time, ALPA-PAC *spent* approximately \$500k to advance our pilot partisan causes, building relationships with members of Congress on both sides of the aisle and educating them about our issues. ALPA-PAC is 100 percent funded by pilot donations, not by dues dollars.

(CAPA's online resources in some cases lead users to dead-end links to congressmen no longer in office, making grassroots involvement difficult and unlikely.)

Focusing on pilot issues allows ALPA-PAC to be truly bipartisan, and our size and experience allow us to be more influential and successful more often. ALPA has contributed more just to *Republicans* in 2013 than all of the CAPA PACs' contributions combined (\$150k to \$107k).

ALPA also outspent the CAPA PACs in bipartisan contributions during the 2012 cycle; from 2011-2012, 30 percent of all ALPA-PAC contributions went to Republicans, compared to only 11 percent of CAPA's collective contributions.

ALPA focuses on issues important to professional pilots - not politics.

The DPA claims ALPA "vigorously opposed 1,500 hours and an ATP requirement in support of the regionals it serves."

The fact is that ALPA *never* opposed or lobbied against the 1,500 hour ATP requirement.

In fact, ALPA was involved in the development of this aviation safety legislation from the beginning. Congressional aviation experts reached out directly to ALPA immediately following the Colgan accident - precisely because of ALPA's well-known position on Capitol Hill as the world's largest non-governmental aviation safety organization.

ALPA provided subject matter expertise as Congress drafted and ultimately passed the Aviation Safety and Federal Aviation Administration Extension Act (PL 111-216). ALPA [supported the bill in its entirety](#), including the provisions requiring *all* pilots in FAR part 121 operations to hold an ATP (1,500 hour requirement).

ALPA's formal comments on the FAA's proposed rule on pilot qualification and training were clear: "ALPA fully supports the proposed requirement for second-in-command (SIC) pilots in FAR part 121 operations to hold an airline transport pilot (ATP) certificate."

ALPA further stated specifically of the 1,500 flight hour requirement, "That number of hours has been a regulatory minimum for decades, it is consistent with ICAO standards, and we know of no valid reason to change it."

ALPA has always maintained that quality experience is also necessary, which is why the Aviation Safety law requires multi-engine flight experience, as well as experience in difficult operational conditions. The law requires establishment of pilot professional development and mentoring procedures to ensure quality experience.

Congress did not agree with CAPA that 1,500 hours was the minimum. As dictated by the law,

PL 111-216, Congress gave the FAA authority to set standards for credit toward the 1,500 hour requirement based on military experience and training through accredited aviation colleges and university programs in recognition of the quality of their selection process and training.

ALPA has consistently supported all of these provisions. [Air Line Pilot magazine explained the FAA's proposed rule to implement PL 111-216.](#)

The DPA also claims CAPA completed an "intense and successful lobbying effort to secure \$25 million in funding for the FFDO program for FY2014."

The fact is that the DPA is crediting CAPA for ALPA's successes in Washington.

The fact is that the DPA apparently has no idea what ALPA or CAPA does in Washington, or how Washington actually works.

ALPA crafted the original legislation to create the FFDO program in 2002. And the strength of ALPA's grassroots network and lobbying efforts saved the FFDO program from budget cuts in FY 2013 and appear to have saved it for FY 2014.

(NOTE: The DPA is incorrect to assert FY 2014 FFDO funding is secure. The final spending bills have not been signed into law. ALPA continues to work through the budget process to ensure the FFDO program is fully funded at \$25 million, as we have all along. Please ensure you have completed the [Call To Action.](#))

ALPA grassroots supporters sent more than 5,000 messages to Capitol Hill in support of the FFDO program.

ALPA pilots and ALPA's Government Affairs professionals advocated for FFDO funding with *every House and Senate office at least twice* in the first six months of 2013, conducting hundreds of meetings on the Hill. **That** is how our work gets done.

ALPA's message on the critical importance of the FFDO program was well received by House and Senate appropriators (the members of Congress who have the power of the purse) precisely because ALPA remains a strong and vocal supporter of the FFDO program, as we have been for more than a decade. We have made our case repeatedly, and our record is clear. Lawmakers know this.

These are ALPA's results, the ones the DPA mistakenly attributes elsewhere: Despite austerity measures dictated by the budget and sequestration, the House passed an amendment to fully fund the FFDO program at \$25 million. The Senate Appropriations Committee included \$25 million in its version of the Department of Homeland Security's spending bill and that legislation is now pending action by the full Senate.

The DPA is wrong on CAPA's influence in Washington, D.C.

The DPA is wrong on the 1,500-hour rule.

The DPA is misleading pilots about FFDO funding, and unclear on how Washington works.

Every day, Delta pilots make decisions based on facts. ALPA will continue to provide you with the facts concerning the profession and your career.