



The Proof Is in The Pudding

By Capt. John Prater, ALPA President



As your president, I receive hundreds of e-mails each week,

fly on jumpseats almost weekly, and hear thousands of pilots speak what's on their minds. Your concerns constantly echo in my head: *"I'm fed up with tiring schedules and managers who push me to fly longer hours because they made poor staffing decisions."* *"I'm sick of flying under a concessionary contract. I sacrificed my salary, my pension, my benefits, and my time with my family to keep my airline flying after 9/11. Can't they see that?"*

I see it, and we hear you. But everyone knows that the proof is in the pudding, and ALPA is tackling all of your top issues head-on. Your union is acting on your concerns—from safety and security to legal and representation issues.

Take pilot fatigue. After decades of ALPA's lobbying for new standards for pilot flight time and rest, I'm pleased to report that our efforts have led to the FAA's forming an Aviation Rulemaking Committee (ARC) to develop new flight time/duty time regulations.

And we don't have just one seat on the ARC. We have four seats. In addition, one co-chair of the ARC is from ALPA. This accomplishment highlights the strength of our 36 pilot groups, which provides ALPA the power to change the laws and regulations that govern every flight of every day. I have appointed Capt. Don Wykoff (Delta), the union's executive administrator who also serves as chairman of our Flight Time/Duty Time Committee, to lead our staff and pilot experts on the ARC. I've also appointed four other pilot experts from Continental, FedEx, Mesa, and United, with two more from American Eagle and Atlantic Southeast serving on the team as alternates, to the ARC.

Next up: airline safety. The unfortunate events of recent accidents have raised airline safety to a level most wouldn't think possible. We airline pilots now have a platform, in the form of an FAA "Call to Action" on airline safety and pilot training, and Congress, the news media, and the FAA are listening to our unassailable voice. This Call to Action will address crew education and support, training standards and performance, mentoring, management and pilot responsibilities, and professional standards and flight discipline.

Of course, we will have a say on each important topic. At the upcoming FAA road show in Washington, D.C., I will personally make available ALPA's professional canons, which are captured in our union's Code of Ethics. We are proud that our forefathers had the foresight to impose the highest

standards for our profession. Please take a moment to read our Code of Ethics (see page 2) and "Pilot Commentary" (see page 9) by Capt. John Rosenberg (Delta), ALPA's Professional Standards Committee chairman, who addresses our Code and those who serve as the guardians of the Code.

ALPA's pilots are charging forward into a new collective bargaining cycle just as the administration makes significant changes at the Department of Labor, the Department of Transportation, the National Mediation Board, and other agencies (see pages 15–23). Our bargaining successes range from the single contract for Delta, our largest pilot group, to the new contract for our smallest pilot group, Island Air. The Alaska pilots demonstrated their pride and solidarity during contract negotiations and by helping other union members,

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including those from Boeing and Malev Hungarian Airlines. The pilots at Air Canada Jazz, Capital Cargo, Evergreen, Hawaiian, Piedmont, Pinnacle, PSA, Spirit, and Trans States remain unified, with the backing of ALPA's major contingency fund and Strategic Preparedness and Strike Committee, led by Capt. Mike Donatelli (Delta).

Next up on the bargaining plate are Continental and United, bound by the commitments of Master Executive Council leaders and backed by your financial and fraternal resolve.

Simply put, the proof is in what we accomplish together. No other organization can match ALPA's depth and breadth of line pilot experience and dedicated staff. Thanks to you, dedicated pilots flying the line and exercising captain's authority, along with union reps and volunteers who give more of themselves and their families than anyone could expect, we are showing the world our accomplishments on every flight, with every battle.

With such a strong foundation, we will meet every challenge to our profession with resolve and strength, with dignity and pride, and with solidarity and respect for each other—because We are ALPA, and we're 54,000 airline pilots strong. And with that solidarity, there's nothing we can't tackle.