

# Everything Matters: FT/DT for All

If you can't tell by now, we handle the threats to our profession using the same tactics used by the military, including developing a well-mapped-out and pragmatic strategy to address any challenge. So when we learned that—despite our considerable efforts—the cargo airlines successfully lobbied the Executive



Branch of the U.S. government to carve out our cargo pilot members from the final rule on flight-time/duty-time (FT/DT) regulations, we immediately went into adaptive planning mode. We took a look at the lay of the land and devised a new plan to tackle this issue with a legislative approach.

We believe that the environment should drive our goals and tactics, so let me give you an idea of what is happening here in Washington, D.C. The environment in which we work is constantly in flux. It's an election year. It's harder than ever to find a legislative vehicle that's got enough momentum to make it to the president's desk. And when it does finally end up on his desk, the amount of begging, borrowing, and stealing that occurs to get there nearly takes the satisfaction out of any "victory." We could use the FAA reauthorization bill as a recent example: Huge win for aviation safety, but not perfect by any means. (See "Dissecting the FAA Modernization and Reform Act of 2012," page 18, for a more in-depth look at the bill.)

To underscore the nearly impossible nature of finding a compromise on any legislation, reports indicate that the 112th Congress is on pace for setting a record for inaction.

As if that isn't enough of a hurdle, the cargo airlines, their trade associations, and their massive teams of hired lobbyists are a powerful force on Capitol Hill. In 2011 alone, UPS spent \$4.6 million and FedEx spent \$13.1 million to influence the outcome of legislation in the United States. That doesn't include the events hosted on the Hill or charitable donations in the political community. The odds are against us, but our cause is just. So, what's our strategy? Well, you might be surprised to learn that it's actually an old union standby: strength in numbers.

We took a look at our mission and our resources. We learned of the impending carveout before the fatigue rule came down from the FAA, and we responded and deployed an army of airline pilots to Capitol Hill. And since the rule became public on Dec. 21, 2011, we have held nearly 200 meetings on Capitol Hill to educate members of Congress on the new rule, focusing on why cargo operations must be included in FAR Part 117. ALPA pilots in uniform, staffed by some of the best lobbyists in the nation, are going door-to-door on the Hill, explaining our position with the professional demeanor they bring to the cockpit on each and every flight.

**For decades, ALPA has advocated for one level of safety for the simple reason that fatigue affects all pilots, regardless of what they fly or who they fly for. That has not, and will not, change. Let me be clear: We will not stop until our cargo pilots are included in this rule.**

Our message comes in the form of hard facts that are bullet-proof. The new FAR Part 117 was specifically designed to cover all operations, without differences in international, domestic, or supplemental operations. That includes no distinction between cargo and noncargo operations. Why would it? Logic alone dictates that these pilots are flying the same routes, in the same airspace, and using the same equipment. They are landing on the runways at the same airports and flying over the same neighborhoods as pilots who carry passengers.

And there's no question that the genetic makeup of a cargo pilot is the same as a passenger pilot's. A pilot, no matter what he or she is hauling in the back, is not suddenly free from the effects of fatigue. The science is on our side.

We will have soon briefed all 535 congressional offices with this message, and we will continue the barrage, both in D.C. and in the home districts of members of Congress. We have more fly-ins planned over the coming months, along with briefings on the Hill, focused solely on getting cargo operations included in the new FT/DT rule. And that's where we need your help.

We need pilots in uniform to help with these important meetings. We can—and are—continuously meeting with decision-makers on Capitol Hill and leaders of the FAA, Department of Transportation, and White House as well as managements from cargo operators to convince them to voluntarily comply with the new rule. But we all know that at the end of the day, the battles are won in the trenches, with boots on the ground.

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Remember, everything matters. Legislation and regulations, the actions of our governments, politics—it all directly affects our profession, our industry, our livelihoods.

Capt. Lee Moak, ALPA President