

# Forward Progress

The past year presented many challenges for our union. Armed with both overwhelming success and painful setbacks, we are poised to enter 2013 strategically positioned to move forward. To do so effectively, we must evaluate both the positives and negatives so that we can reflect, adapt, and evolve.



If I've learned anything in the past 24 months, it's that nothing is easy in the airline industry, especially when coupled with the politics of Washington, D.C., and Ottawa. Make no mistake, our success was driven by our unity—mobilizing our critical mass and unmatched professional resources and driving toward our goals at the

bargaining table and with our governments.

At the negotiating table, I was inspired by the resolve and unity of our pilots, especially when faced with seemingly irresolvable standoffs. We witnessed firsthand that when unified, our pilots rise against the odds and secure progressive contracts that improve our members' quality of life.

Employing traditional and nontraditional bargaining tactics (see "ALPA Toolbox," page 50), we secured industry-leading contracts at Delta and FedEx Express, well ahead of the amendable date. We are taking the steps necessary to successfully merge pilot groups at United and Continental, AirTran and Southwest, Air Transport International and Capital Cargo, and Atlantic Southeast and ExpressJet. We helped American Eagle look bankruptcy in the eye and emerge with a contract intact; and as I write this, we're working as hard as we can, and at every level, to produce the successful restructuring of Pinnacle. I hope to add them to the hard-won achievements in 2013. (Read updates on all 35 ALPA pilot groups beginning on page 13.)

This past year also brought measurable success in the halls of Congress and Parliament.

In Washington, D.C., our tireless efforts achieved results in many critical areas: passage of a fully funded FAA reauthorization bill; introduction of the Safe Skies Act to right the injustice of the cargo "carveout" in U.S. flight- and duty-time rules; pushing back against the EU's illegal emissions trading scheme; and a law that demands accountability and transparency from the Export-Import Bank to save U.S. airline jobs.

Calling on our government to do its share in protecting the livelihood of U.S. airline pilot jobs, we rolled out our comprehensive "Leveling the Playing Field" initiative, with sound recommendations on what it will take to secure our pilots' futures.

In Canada, we continue to combat a Temporary Foreign Worker Program that allows the seasonal employment of overseas pilots while ALPA Canadian pilots remain on furlough. Also

in Canada, we are fully engaged in the process to modernize pilot flight- and duty-time regulations and rest requirements, and brought significant attention to the vital need to improve navigation facilities at our far northern airports. We will remain vigilant to ensure that the pilots' voice is heard on these important matters.

But despite our victories, there is still much to do. The challenges for 2013—some carried over from 2012's unfinished to-do list—will require equal unity and perseverance from our members, and more. We need to resolve a number of ongoing contract negotiations and mergers for our members in 2013.

**Today, I challenge each and every ALPA member to recommit to our union. As I've said to you before, if we are united, we'll thwart the obstacles ahead.**

This will take patience and compromise from both sides of the table.

Across the globe, foreign airlines continue to encroach on our international routes, backed by their governments' pro-aviation policies and, all too often, our own governments' support. Many of these airlines are becoming increasingly sophisticated in Washington, D.C., and Ottawa, which demands that we up our game to stave off their attempts to overturn our regulations on foreign ownership and control and cabotage.

As the members of the Air Line Pilots Association, we need unity to confront the issues that face us. We must set aside our differences to accomplish the challenging tasks ahead. As the airline industry continues to consolidate, we must continue to work together, not against each other, if we are to succeed in this newly hypercompetitive international marketplace.

Let's not wait until the state-owned airlines in the EU, China, and the Gulf are in our own backyard—they are almost here. Let's continue to lead the revitalized labor movement in our industry and hurdle these obstacles by capitalizing on the opportunities before us. Our livelihoods depend on it.

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So keep informed. Stay engaged. And never quit.

*Donald Lee Moak*  
Capt. Lee Moak, ALPA President