

Decision-Making Time



I've been told that I'm intense. The way I see it, if you make a commitment, you're all in. If not, what's the point?

Take, for instance, the World Cup. The U.S. team has never won a World Cup. Since the World Cup's inception in 1930, the United States has only taken third place once—and that was during the founding year, 84 years ago. Brazil, however, has the most successful team

in the history of the World Cup—winning five titles—and is also this year's host country. Brazil is to soccer what Canada is to hockey. Dominant. As some of you may know, my wife was born and raised in Brazil, and that pretty much says it all. As is the case every four years, she *intellectually* claims that Brazil will win the World Cup. Likewise, as a good patriot, I *emotionally* claim that the United States will win. Period. Intellectual versus emotional decisions.

During the past three and a half years as the president of the Air Line Pilots Association, International, I have been *all in*. And we, as a team, have been *all in*: line pilots, elected reps, pilot volunteers, and professional staff. We all made the emotional decision to be all in and intellectually developed a strategy for success.

Unlike my emotional views on the outcome of the World Cup, when emotion or passion is coupled with intellectual reason, we can and will succeed.

Today, the airline piloting profession as a whole is stronger than when I had the honor of taking over as ALPA's president. That's not my doing. It takes a devoted team to push one another to the edge of exhaustion, insisting that the job get done—and done right—and then go back the next day for more. It takes a team to encourage or support one another when you suffer a setback or defeat. It takes a team to strategize and attack all the possible angles to find one opening for success. I am surrounded by that team and can honestly say that ALPA today is vastly different from what it was in January 2011.

The month of June illustrates just a sliver of the progress we are experiencing in many aspects of our profession.

The Deny NAI campaign is showing strong momentum. The House of Representatives recently passed an amendment that holds the Department of Transportation accountable when issuing foreign air carrier permits. Specifically, the application must adhere to the law to be approved. Outside of fulfilling this requirement, the application should be denied. At press time, an amendment had been introduced in the U.S. Senate (page 8).

ALPA's bargaining cycle for mainline airlines is on an upward climb. Aggressively, we have made substantial gains at several carriers and have greatly narrowed the cost differential between

carriers through pattern bargaining, taking advantage of our opportunities and progressive bargaining strategies.

As we move into the next round of bargaining, we plan to further strengthen that pattern and build on that progress during upcoming negotiations later this year and into 2015. JetBlue will be a key part of this next round, and we are already starting to build on that foundation as evidenced by our interim agreement on grievance and arbitration procedures (page 8).

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In the fee-for-departure (FFD) sector, we are continuing to deal with an industry in transition, as managements are continuing to seek contracts that pilots have simply not been willing to accept. We are working hard with the leaders of the express airlines as part of ALPA's FFD Committee to find solutions to the biggest problems facing our FFD pilots. We will continue to provide the full ALPA toolbox of resources, including our National Collective Bargaining Committee, to work through these difficult issues.

Preserving and advancing airline pilot careers and fighting for the common pilot is my passion. Some might even say it's an obsession, much like my passion and patriotism for the U.S. in the World Cup—except I am not simply a spectator on the sidelines cheering on my team. None of us are. If we expect to win this game called *our careers*, we must raise our hands and get engaged. We must also lean on our teammates when we need to tag up and catch our breath.

As I'm sure you've heard, I've made the decision to end my presidential term at the close of this cycle. Emotional or intellectual? I have more than 50,000 teammates to tag up and catch my breath. This doesn't mean that my 25 years of ALPA work is coming to an end. As I said, I'm all in. ALPA work is a mission. We can never stop fighting for our right to have a profession. Four years later and six months left—or even six days left—in my term, with your support, I am *all in*. 🇺🇸

Capt. Lee Moak, ALPA President