

# AA PILOTS FOR ALPA

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## ALPA and CAPA Legislative Programs

ALPA Governmental Affairs, along with ALPA-PAC, brings lobbying muscle and advocacy to Washington, D.C. backed by over 60,000 pilots and AFL-CIO membership. This brings its own advantages to dealings with legislators and regulators in the Federal Government. APA, along with APA PAC, is represented in its lobbying efforts independently and as a part of Coalition of Airline Pilots Associations (CAPA), which represents approximately 30,000 pilots, half of whom are American Airlines pilots. They are not backed by AFL-CIO membership.

CAPA and ALPA do work together on issues, and their legislative agendas do overlap to some extent. To give an idea of the scope of ALPA's legislative and regulatory reach compared to that of APA, the list that follows details the current agenda for the 2021-2022 Congressional session. Imagine the power and influence available to the pilots of American Airlines and the airline pilot profession in the United States if these efforts were combined into one organization.

### The List of Legislative Priorities for the 2021-2022 Congressional Session

Items which are also currently on the agenda for CAPA are marked with an asterisk. Items without an asterisk are only on ALPA's current legislative/regulatory agenda.

#### \* Maintaining Current Training and Experience Requirements for New Part 121 Pilots

ALPA and CAPA are advocating maintaining the current minimum experience requirements for new hires at Part 121 carriers, as well as reiterating the importance of having at least two fully qualified and current pilots in the flight deck, whether it be passenger or cargo aircraft.

#### Support for Workers and Unions

ALPA works, in cooperation with AFL-CIO to improve and encourage union access to workers. ALPA is working towards streamlining union operations, such as implementing "card check," electronic balloting procedures, and expedited grievance review and resolution procedures. Several former ALPA pilots have been or are now members of the National Mediation Board (NMB) and its mediator core.

#### \* Fair and Open Skies Act

This legislation will hinder any attempt at flag-of-convenience schemes that would erode workers' rights and compensation in favor of most permissive labor laws. While Norwegian Airlines is no longer a player, others are always trying to find ways to reduce pay and benefits, as well as work rules for airline employees. A new potential threat is Norse Atlantic Airways. The Fair and Open Skies Act would prevent foreign players from carving out flag-of-convenience schemes in American airspace.

#### ALPA's Bankruptcy Reform Proposal

Working with Congress to deny companies the right to abrogate employee collective bargaining agreements during Chapter 11 reorganization processes. This initiative would fix that, and it already has sponsors in both the Senate and House.

#### \* Saracini Enhanced Aviation Safety Act 2021

The installation of secondary barriers to the flight deck was approved by congress in 2018, but no action has been taken. This Act would rectify this situation and see secondary barriers installed on all passenger aircraft.

#### Pilot Retirement Security

Securing a Strong Retirement Act – increase catch-up contributions in 401(k) from \$6500 to \$10,000 per year at age 62 and over. Increase mandatory distribution age from 72 to 75 to allow retirement accounts to grow for longer. ALPA is working on strengthening retirement plan legislation in Congress.

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### \* Repairing the FAR 117 “Cargo Carveout”

While FAR 117 helped to significantly improve flight time/duty time limitations for passenger airline crews, cargo only airlines were exempted from these improvements. These pilots fly the same equipment, to the same airports, and often at the same times as their passenger carrying pilot counterparts. ALPA and CAPA are actively seeking to integrate cargo only airlines into the FAR 117 flight time/duty time framework.

### Clearing the FAA’s Medical Certification Backlog

FAA needs to streamline process and provide additional resources to return pilots to active status following a medical special issuance.

### \* Safely Sharing Airspace with Remotely Piloted Aircraft (RPAs)

The pace of RPA development is far outstripping regulation. ALPA and CAPA are actively working to encourage regulation of both commercial and recreational RPAs to ensure their safe integration into the National Airspace.

### International Aviation Agenda

ALPA is lobbying extensively on various items regarding foreign access to the American aviation market, as well as rules regarding international aviation alliances and protecting cabotage rules, regarding foreign investment in American carriers.

### \*Lithium-Ion Batteries

Mitigating carriage of these dangerous good requires improving regulations specifically regarding lithium batteries, eliminating undeclared dangerous goods shipments and developing a Safety Risk Management Program. This would include more inspections, improved data and status collection on Undeclared Dangerous Goods incidents, and other safety and risk mitigation strategies.

### Protecting Aviation from Cybersecurity Attacks

Increasing awareness and provide training for airline personnel in the event of attacks on the computer systems used in the industry, to include aircraft, navigation systems, and computer systems used by airlines in all phases of operations.

### \* FFDO Budget

Although law, the FFDO program must be refunded every year. ALPA and CAPA work continuously with legislators to continue enhancing funding of FFDO legislation.

### All-Cargo Security

Cargo only aircraft do not have reinforced flight deck doors, and some have no doors at all. This legislation would have cargo-only aircraft meet same requirements for flight deck access as passenger aircraft.

### Modernizing Airspace for Safe Commercial Space Operations

Bring together FAA, NAS stakeholders, and the airline industry to collaborate on the future safe interaction of civil aviation along with the burgeoning commercial space industry.

### Improving Cabin Air Quality

Push for FAA mandated training for flight crews in recognition and response to fumes/odors onboard aircraft. Lobby Congress to pass the Cabin Air Safety Act to require monitoring systems on aircraft and improve research, data gathering, and reporting of fume events.

### Protecting Aviation’s Dedicated Radio Spectrum

Lobbying Congress and the FCC to ensure that new uses of radio spectrum that impinge on ones used by aircraft systems are protected. Ensure that another 5G debacle doesn’t recur.

### Pilot Peer-to-Peer Support Programs (Project Wingman)

Advocate for continued support and funding of these programs across the industry.

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## Maintaining Requirements to Use Full Motion Simulators for Pilot Training

Advocate for necessity of using full motion simulators in all phases of training, testing, validation, and checking.

## Numerous Additional Issues

For information on all of ALPA's legislative and regulatory priorities, please see: <https://www.alpa.org/advocacy> and follow the hyperlink to the White Paper. CAPA's agenda can be found on its web page:

<https://www.capapilots.org/legislative-issues>.

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