

From: Joe DePete <communications@alpa.org>
Sent: Friday, January 17, 2020 2:27 PM
To: joel.c.miller@att.net
Subject: Union-Busting Tactics Will Fail: Pilots Unified Behind One Level of Safety



January 17, 2020

ALPA pilots,

I'm writing to alert you and ask for your help in fighting the special interests who put profit over safety when it comes to addressing pilot fatigue. Airline management representatives are hard at work on Capitol Hill—and also reaching out directly to ALPA members—to spread misinformation about the importance of mandating the same fatigue rules for cargo pilots that currently apply only to passenger pilots.

Take Action

As every ALPA member recognizes—and science supports—airline pilots share the same physiology and susceptibility to fatigue regardless of what we transport. Like pilots who fly passengers, pilots who fly freight operate aircraft in an incredibly complex airspace system. Cargo pilots operate to, from, and over the same cities and serve the same communities as passenger pilots. And cargo pilots deserve to be protected by the same strong safety rules that apply to passenger pilots.

The Federal Aviation Administration (FAA) has long recognized this fact, including in the charter of the Aviation Rulemaking Committee (ARC) that made the recommendations that led to the development of FAR Part 117—the gold standard of pilot rest requirements. In that charter, the FAA stated that it "recognizes that the effects of fatigue are universal, and the profiles of operations occurring under parts 121 and 135 are similar enough that the same fatigue mitigations should be applied across operations."

The FAA directed the ARC, which included representatives of both cargo airlines and passenger airlines, to make rulemaking recommendations on flight-time limitations, duty-period limits, and rest requirements for pilots in operations under FAR Part 121 and FAR Part 135. Just as the science makes clear, the FAA did not distinguish between pilots who fly passengers and those who fly cargo in its rulemaking work to address fatigue.

The Part 117 rules, which resulted from the collaborative process by cargo and passenger airline representatives, provide pilots with a standard level of protection against fatigue. The rules also include

tools that allow for flexibility in addressing the unique requirements of specific operations while still maintaining safety. Despite this, profit-focused special interests lobbied the federal government and succeeded in excluding all-cargo airline operations from mandatory compliance.

Late last year, Congress pushed back. Recognizing that the safety of millions of passengers, crews, and cargo shippers cannot be sacrificed for the financial gain of a few, lawmakers introduced the [Safe Skies Act](#), which would apply the same science-based fatigue rules to both passenger and cargo pilots. At a Capitol Hill news conference to announce the bill's introduction, I was proud to stand together with other representatives of U.S. pilots who fly cargo to express our strong support.

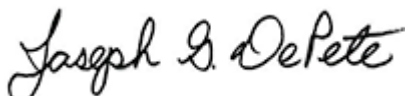
Despite these facts, recent communications I've seen from cargo airline management seek to mislead pilots. This propaganda promotes a management position that dismisses safety to focus purely on profit. Management outreach directly to pilots who fly cargo represents a classic union-busting tactic in a futile attempt to divide our members. As the world's largest nongovernmental safety organization, ALPA stands unified in advancing safety and the dignity of our work—this union will simply not allow management to silence our voices or stand in the way of safety.

As every ALPA pilot understands, a system is only as safe as its weakest component. Failing to protect cargo pilots from fatigue is a weakness that threatens all who share the national airspace—pilots, passengers, and cargo shippers—as well as those who dwell and do business below our airspace.

Today, I ask every ALPA member to stand up for science and safety by joining our [Call to Action](#) in support of the Safe Skies Act. Standing together, this union can demonstrate our incredible power in resisting and dispelling fallacies about how the safety rules would affect scheduling and commuting.

Speaking as one, ALPA will prevail in achieving one level of safety in our skies.

In unity,



Capt. Joe DePete
ALPA President

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