

## BOD Update



*Chris Beebe*  
MEC Chairman

**B**y the time you read this, your LEC officers will have returned from ALPA's 38<sup>th</sup> Regular Board of Directors meeting in Miami. I know we have a lot of new pilots who weren't on the property when the last BOD was held, so I wanted to explain what the BOD's function is and to let everyone read up on the items that comprised this year's agenda.

The BOD is held every two years. It has been held in various locations such as Chicago or Kansas City, and this year it is in Miami. It is comprised of all the LEC representatives (Captain, First Officer, and, where applicable, Second Officer) from all of the airlines—58,000 pilots at 50 airlines in the U.S. and Canada! The BOD is the highest governing body of the Association, and has the authority to set ALPA National policies and to modify the Constitution and By-laws. At this year's BOD, approximately 250 delegates, as the attendees are called, attended, including your LEC reps.

At the BOD meeting, the delegates are appointed to different delegate committees, and each committee is assigned agenda items to consider. From these agenda items, proposed resolutions are developed. When the delegate committees gather back into plenary session, they vote on these resolutions. It's a similar process to our own MEC meetings, except on a much larger scale. Our MEC, as well as many of

other MECs, holds a BOD preparation meeting that typically lasts for two or three days. At this meeting, the MEC will review items on the BOD advance agenda and discuss our position on each.

The BOD is vested with the control of the Association's general management and business affairs, and considers and sets policy for nearly everything that is ALPA: financial considerations, ALPA's structure and organization, the Association's goals, safety issues, and dues rates. Many of these decisions may have far-reaching implications and can impact your career as a pilot and union member.

Besides developing and amending policies and procedures, the BOD also nominates and elects National officers every two to four years. The president, first vice president, vice president—administration/secretary, and vice president—finance/treasurer, who were last elected at the 1998 BOD, serve four-year terms. Eight executive vice presidents are elected every two years under a system which ensures that every size carrier is represented. These 12 officers make up ALPA's Executive Council, which administers the business of the Association and carries out Board of Directors and Executive Board decisions.

At the 1998 BOD meeting, US Airways pilot John Feldvary, previously an executive vice

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president, was elected to serve as Vice President—Finance/Treasurer. David Morrow, our former MEC Vice Chairman, was elected as our new executive vice president, and he also is seeking re-election at this year’s meeting.

In addition to elections, the BOD’s advance agenda consisted of about 30 agenda items. Since this issue of *US AIRWAVES* went to print before the BOD started, I’ve provided a list of some of the agenda items that I expected at press time to be some of the more interesting items of discussion:

- **Governing Bodies Structure Review Committee Report**  
ALPA established a special committee to ensure that the structure of ALPA governing bodies and their work processes effectively represent the interests of the membership. This committee will be presenting its final report to the BOD.
- **National Jumpseat Committee Report**  
With the very public increase of “air rage” incidents, and web pages touting how-tos to gaining unauthorized access to airlines’ jumpseats, this report contains resolutions that could amend language in ALPA’s Administrative Manual to include additional documentation to verify jumpseat riders’ I.D.
- **Minimum Balance in the Major Contingency Fund (MCF)**  
ALPA’s Constitution and By-laws defines the MCF as an account that can be used to “treat issues of urgent concern that significantly and adversely affect the airline piloting profession and which cannot be funded by normal Association budgeting practices and policies, including defense of the integrity of the Association.” It’s an important economic resource for ALPA, and keeping a minimum balance in the MCF is necessary to give our union financial clout. It is used to create a “war chest” for pilot groups that may be preparing for strike activities (monies have been granted in the past to Eastern, Northwest and DHL pilot groups) and provide security for striking pilots and their families.  
At this time, the MCF must have a minimum balance of \$50 million. The BOD will be considering raising the MCF “floor” to reflect proceeds from

the sale of the Association’s Washington, D.C. building (ALPA is still a tenant of this property, though the building was sold this summer).

- **Report of the Special Representational Structure Review Committee**  
This Committee was established in January 2000 to initiate a comprehensive study concerning all of ALPA’s inter-linked Local Council, MEC and Board of Directors representational structures. The committee’s goal is to improve ALPA’s effectiveness as a union and its ability to properly represent pilot needs at all member carriers. This report will make recommendations about modifying the Constitution and By-laws to change the way LECs are organized, established and dissolved, and how active and apprentice memberships are to be approved by their respective LECs. The Committee has also recommended that new language be added that will clarify eligibility requirements for Local Council Representatives.
- **Report of the Local Council Nomination, Campaigning and EBCB Procedures Review Committee**  
This report is significant because it offers recommendations that could change LEC voting procedures. Electronic technologies, such as phone and internet balloting, are exciting and innovative ways for you to represent yourself through your vote. I fully intend to implement whatever is approved by the board on this issue.  
The Committee’s recommendations include the development of:
  - constitutional amendments to improve the structure and functioning of the EBCB and election protest process,
  - an LEC nomination/election process to eliminate the “top two candidates on the ballot” system and open the ballot to all eligible nominees, with election by a majority of votes cast, and
  - the LEC election process so that elections are conducted by a secret telephone ballot and internet ballot-

ing system rather than a paper ballot mail system.

- Disproportionalities within the ALPA Representational Structure

Many of the LECs within ALPA coexist at airline domiciles, which affects the representational ratios within the LEC structure. For instance, some airlines' average representational ratio is in excess of 325:1, while other are less than 25:1. The BOD will be studying a resolution that directs the Special Representational Structure Review Committee (SRSRC) is to study alternative methods of structuring representation. This resolution also recommends constitutional language changes for the Board of Directors to consider what would provide better representation with reduced expenses and would restructure LEC, MEC and BOD representation to reduce the great variance in levels of representation. Although the proposed resolution does not affect the number of the US Airway's LECs, this promises to be a closely-watched BOD item, since it would affect the total number of BOD delegates by reducing the number of many of the council's LEC officers.

- FOQA (Flight Operations Quality Assurance) NPRM

This agenda item is jointly sponsored by US Airways and United MEC's. It arose from a recommendation initiated by the Operations Committee (OPSCOM) during the recently completed ALPA Air Safety Forum. The Federal Aviation Administration (FAA) has published a Notice of Proposed Rule Making (NPRM) regarding the implementation of Flight Operations Quality Assurance (FOQA). This NPRM, in certain areas, is in conflict with the intent of Congressional direction and contains provisions that directly violate existing ALPA policy on de-identification of FOQA data. The BOD will consider action on a proposed resolution that will direct ALPA President Duane Woerth to express ALPA's concerns and strong opposition to the FAA's FOQA NPRM provisions that would violate ALPA's policies for the FOQA program. It will also effectively shut down all ALPA-affiliated FOQA

programs pending an agreement with the FAA.

- Review of 1.95 Percent Dues Rate

Reviewing the dues rate at every BOD meeting is a constitutional requirement. The 1.95 percent dues rates has been in place since 1994, though the Association's goal is to achieving a 1.85 percent rate. However, the BOD has approved maintaining this dues rate because it feels that "the services required by ALPA members to adequately defend and enhance their pay and working conditions in a hostile environment indicated that any further dues reduction would not be prudent at that time."

I'll soon be reporting to you on the actions that the BOD took and how they will affect you as both a US Airways pilot and an ALPA member.



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