

Thanks for your Commitment

Jim Gardner (PIT)

Interim Member, Legislative Affairs Committee

When ALPA was founded in 1931, then-President Captain Dave Behncke understood the hostile world that airline pilots lived in and recognized that a major political effort was needed to ensure ALPA would be included under the Railway Labor Act. Over the years, the foresight and persistent dedication of a small, under-funded group of committed airline pilots, working collectively, won many political battles against seemingly overwhelming odds. This created a cornerstone in building the professional benefits we enjoy today. Captain Behncke's belief that politics played an essential role in the development and survival of our profession was so strong that establishing a political presence for ALPA in Washington, DC, became an obsession with him.

Deregulation has guaranteed that the environment we work in today is no less challenging than that experienced in the 1930s. While unions are limited in the ways we can help our political friends, corporate America has many more options (and uses them) for offering their resources to further their interests—attaining political advantage over our union and our members, challenging our efforts to protect our livelihoods and profession.

During the past two election cycles, corporate members of the aviation industry were extremely active in politics. Enormous sums of money were pumped into lobbying efforts: the majority of this stemmed from the airline carriers (including their associations, the Air Transport Association – ATA – and the Regional Airlines Association – RAA), which spent a total of \$54.6 million on lobbying in 1997 and 1998. In comparison, ALPA-PAC (the political arm of ALPA funded exclusively by volun-

tary contributions) spent just over \$869,000 to promote the interests of professional pilots and the Association on Capitol Hill and in the Executive Branch during the same time period.

In addition to their direct lobbying expenses, the carriers and aircraft manufacturers utilized other means to power their corporate government affairs machines. These strategies—such as offering gratis skybox seats at Washington area sports arenas to congressmen (valued by arena owners at an absurdly low \$48 a piece)—are legal under the \$50 gift limit, yet illustrate how far corporations will go to gain access to key decision-makers.

Aside from sporting event tickets, airlines also offer other perks: member-of-congress-friendly flight schedules or rides to their home districts on a corporate jet, priced at the same rate as first-class seats on a company's commercial aircraft. No matter the tactic used, these extravagances offer the corporate executives unbelievable access to key decision-makers—access to which ALPA struggles to compete.

The carriers are also prolific “soft money” givers—donations to non-candidate-specific political organizations for so-called “party-building” activities (e.g., issue and generic political advertisements). During the 1997-98 election cycle, they gave about \$2.9 million in “soft money” contributions, slightly more than the \$2.6 million donated during 1995-96. These contributions have gone to both political parties in order to foster a strong voice on both sides of the political fence.

Of special interest, during the two years surrounding the Northwest contract talks, that airline spent \$8.8 million lobbying members of the U.S. Congress and the Executive Branch. During the 1997-98 election cycle, it donated al-

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most \$535,000 to political organizations, and was ranked second in soft-money giving among the carriers. Northwest’s PAC also donated almost \$209,000 to U.S. congressional campaigns during that same period.

While ALPA also has a strong lobbying effort in Washington, DC, the only way our union helps our political allies and participates in the federal election process is through your individual, voluntary contributions to ALPA-PAC. ALPA is over 50,000 members strong, yet only 11 percent of ALPA pilots contributed to ALPA-PAC in 1998. During the 1997-98 election cycle, ALPA-PAC contributed over \$760,000 to the campaigns of 234 pro-pilot candidates to the U.S. Congress, far short of the massive amounts of money corporations have expended for their candidates of choice. Contrary to popular misinformation, your union dues are not used to contribute to any political candidates and ALPA does not make “soft money” contributions. ALPA-PAC contributions are neither tax deductible nor a condition of membership in ALPA.

And, while we may not agree with the political position of some ALPA-PAC recipients on every issue that may be important to us personally, to deny the significance of the political process, or to pretend it doesn’t affect us, deprives ALPA of one of our most effective tools in assuring the voice of pilots is heard on Capitol Hill, where decisions affecting our careers and profession are made every day.

The 310 US Airways pilots who appear on the next page represent roughly 6 percent of our membership. Like ALPA’s founding fathers, they stand on the front line in our unwavering dedication to defend and promote our profession. They understand that a successful collective effort begins with each of us, individually. They realize it takes more than involvement in our union — it requires a commitment to our profession.

To learn more about ALPA-PAC, contact a member of your Legislative Affairs Committee listed in the MEC Directory (gray pages of this magazine). You may also contact the ALPA Government Affairs Department at 202-797-4033 or governmentaffairs@alpa.org.



US Airways Pilots Supporting ALPA-PAC

President’s Circle

R.P. Banks III
D.A. Butterfield
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J.R. Bell
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M.I. Berry
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J. D. Cox
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G. German
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ALPA-PAC:

Professional Insurance for ALPA Members

ALPA-PAC helps elect pro-pilot candidates to Congress, educate lawmakers about pilots' professional concerns, and enhance ALPA's ability to achieve its legislative goals.

ALPA-PAC is made up of voluntary contributions from U.S. ALPA members.

ALPA-PAC provides financial assistance to the campaigns of congressmen and senators who will support and defend the professional interests of ALPA pilots.

ALPA-PAC is the only way ALPA participates in the federal election process; ALPA does not use any member dues money for this purpose.

ALPA-PAC is the most bipartisan labor PAC in Washington, D.C. It supports candidates from all political parties and does not base its support on political party affiliation.

ALPA-PAC considers only legislative issues of professional interest to its members. It does not consider issues that are not relevant to ALPA or its representation of airline pilots.



ALPA-PAC Membership Clubs*

Regular Members

Annual contributions of \$1.00 – \$99.99
(up to \$8.32 per month on checkoff)

Century Club Members

Annual contributions of \$100 – \$239.99
(\$8.34 – \$19.98 per month on checkoff)

Capitol Club Members

Annual contributions of \$240 – \$499.99
(\$20- \$41.66 per month on checkoff)

President's Circle

Annual contributions of \$500 and more
(\$41.68 per month and over on checkoff)

*Each club has its own specially-designed premiums for its members.

For information, please contact the ALPA Government Affairs Department at (202) 797-4033 or governmentaffairs@alpa.org

Phil Schirman, ALPA staff

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Dan Zack (BWI)

Todd Cardoza (PIT)

Jon Schewe (PIT)

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(Please Print) Steve Smyser (PIT)

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ALPA # _____
John Cox (PHL)

Karen Browne, ALPA staff

Frank Starnes (PIT)

ALPA-PAC Checkoff Authorization Form

TO: US Airways

I hereby authorize and direct the Company named above to deduct \$ _____ of my gross earnings per month and to remit that amount to the Air Line Pilots Association Political action Committee (ALPA-PAC).

Name _____

Employee # _____

Signature _____

Date _____

Authorized by the Air Line Pilots Association International on behalf of a fund-raising effort for the Air Line Pilots Association Political Action Committee

This authorization is voluntarily made based on my specific understanding that:

- The signing of this authorization form and the making of these voluntary contributions are not conditions of membership in the union or of employment by my employer;
- Any guideline amount suggested by ALPA-PAC or its representatives is only a suggestion and I may contribute more or less and will not be favored or disadvantaged by doing so;
- I may refuse to contribute without reprisal; and
- ALPA-PAC, which is connected with the Air Line Pilots Association,

International, uses the money it receives for political purposes including but not limited to making contributions to and expenditures for candidates for federal elected offices.

I further certify that I am either a United States citizen or a foreign national lawfully admitted to the United States for permanent residence as defined by section 101(a)(20) of the Immigration and Nationality Act (8U.S.C. 1101(a)(20)).

This authorization shall remain in full force and effect until revoked by me through submission of written notice to ALPA-PAC.

Contributions or gifts to ALPA-PAC are not deductible as charitable contributions for federal income tax purposes.

SEND FORM TO: ALPA-PAC, 1625 Massachusetts Avenue NW, Washington, DC 20077-5712