

## Restoring Our Profession Is Job One

As I assume the office of president of our proud union, I do so with deep respect for those who came before me and with a full commitment to do all I can to help rebuild our battered profession. We are now into the sixth year of our bankruptcy-laden era, sparked by the events of 9/11. Few pilots have survived without suffering concessionary contracts and earning their own personal scars.

The result is obvious: frustration and anger. Now that we face the threats of further industry consolidation, our members are wondering if the ghosts of airline barons past—Cord, Nyrop, Lorenzo, Icahn, Ferris—will finally see our union in the grave. Our answer must be “No!”

To start, in the first 180 days of 2007, we will hold regional pilot meetings across Canada and the United States. Your officers want to hear your concerns and ask for your suggestions. Over the next two years, we will return to the bargaining table to restore our profession in real terms. We cannot do

that without your individual and collective support. We need to convince management that we have a level of solidarity that they cannot break. Some managers are banking on all of us retreating into the isolation of self-pity and blame and looking at problems only as they directly affect our own pilot groups.

I have spoken with

many of your elected representatives about their commitment and your willingness to answer the call. They have said that if our members are convinced that ALPA means business, they are more than ready to stand up and prove those managers wrong. We'll need that commitment as we move forward.

In November 2006, 13 pilot group Strike Preparedness Committee members were gathered as the foundation of

a national strike committee. The committee will be made up of pilots who have developed and executed strike options. We will harness their experience and wisdom to prepare any pilot group at any moment to reach out and “motivate” our airlines’ managements.

We will hold bargaining conferences for network, express, and all-cargo pilot groups to establish a compre-

**I believe our members today will rise to the challenge and stand up for our profession and, more importantly, for each other.**

hensive strategy to restore our contracts. Our Collective Bargaining Committee will be rebuilt and, with the Strike Committee, provide coordination and support for your negotiators. Be ready when your union calls, because nothing convinces management we mean business better than unity across corporate lines.

Opportunities to advance our legislative goals, in Canada and the United States, lie before us. We will confront such issues as Pension Benefit Guaranty Corporation pension payments and pilot fatigue. We met the recent challenge on foreign control and will continue the work on Capitol Hill to keep it off the table. To build our legislative war chest, I ask each U.S. pilot to increase your support for ALPA-PAC. We must have the horsepower to influence legislation that affects our profession, or we are just along for the ride.

Many pilots remain focused on the Age 60 rule and legislation that might change the regulation. I will bring this issue to the Board of Directors and our members in a logical and planned-out fashion. We will debate, decide, and move on. We must not start a civil war over a single issue, and the best way to do that is to deal with the most difficult, divisive issues head-on, through our democratic process.

Our great union was challenged and ultimately strengthened by past labor wars because of our solidarity. I believe our members today will rise to the challenge and stand up for our profession and, more importantly, for each other. On your next flight, look your fellow pilot in the eye and you will see the soul of all 62,000 ALPA members who embody the values of trust, integrity, honor, and solidarity. Your support and understanding of that pilot's needs is our collective strength. I thank you for this opportunity to serve as your president.



JOEL W. MARGISTINO