

**From:** [Echols, Mabel E.](#)  
**To:** [Saleh, Azita](#)  
**Subject:** FW: Misleading ALPA Flight and Duty Ad in Politico  
**Date:** Tuesday, August 16, 2011 11:10:33 AM  
**Attachments:** [ALPA Politico Ad Aug 2011.pdf](#)

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See note below.

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**From:** Daphnis, Kristy L.  
**Sent:** Wednesday, August 03, 2011 2:07 PM  
**To:** Echols, Mabel E.  
**Cc:** Bob.Klothe@dot.gov; Rebecca.MacPherson@faa.gov; Theroux, Richard P.  
**Subject:** FW: Misleading ALPA Flight and Duty Ad in Politico

Mabel,

Please add this communication and the attachment to our website, as an attachment to the E.O. 12866 meeting fro 2120-AJ58 on 7/26 at 2:30PM.

Thanks,  
Kristy

**Kristy Daphnis**  
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**From:** Oakley Brooks [<mailto:oakley.brooks@naca.cc>]  
**Sent:** Wednesday, August 03, 2011 12:28 PM  
**To:** Theroux, Richard P.; Daphnis, Kristy L.  
**Subject:** Misleading ALPA Flight and Duty Ad in Politico

Rich and Kristy:

We learned, today, the lengths ALPA is willing to go to scare people into a 'one size fits all' flight and duty rule. Attached you will find an ALPA full page advertisement in today's *Politico* that specifically attacks supplemental commercial carriers performing work for the Department of Defense (DOD).

Perhaps the most utterly misleading part of the ad is using the Arrow Air accident at Gander in December 1985 as the reason flight and duty rules need to be 'one size fits all'. Reference to the Gander accident as the primary example of why supplemental carriers need the same flight and duty rules as scheduled carriers makes no rational sense. The Gander loss was investigated by the Canadian Aviation Safety Board. The board determined the cause as ice contamination on the wing's leading edges and upper surfaces. A minority report cited an unexplained onboard explosion before impact. The report said, further, that "the crew exhibited no behavioral patterns associated with fatigues in Europe or Gander". The U.S. National Transportation Safety Board said more care should be taken calculating weights on military flights.

This is not the first time ALPA has castigated flights operated by U.S. carriers on behalf of the DOD. Former ALPA president, John Prater, sent a letter to President Obama in June 2010 concerning FAA reauthorization as well as supplemental carriers flying U.S. troops. Mr. Prater wrote: "Further, the current outdated regulations permit even looser safety regulations for pilots flying for supplemental airlines, which transport the vast majority of our military troops. Allowing this disparity to continue is outrageous and action must be taken."

NACA sent a response to President Obama that described the actual record of supplemental carriers and expressed serious disappointment in Mr. Prater's characterization of these commercial operations: "It is, further, completely unfounded and disturbing for Mr. Prater to suggest that the Department of Defense allows troops to be transported by airlines that operate under safety standards less rigorous in any respect than the absolute highest levels set by FAA or any other U.S. government agency. There is a rigorous DOD safety and performance oversight of these carriers and their vital national security operations, in addition to FAA review."

NACA objects to ALPA using scare tactics, as evidenced by the ad in *Politico*, to further its agenda. This issue must be considered by Office of Management and Budget, Department of Transportation, and Federal Aviation Administration in a thoughtful manner after collecting and analyzing data from all segments of the industry. We believe this deliberative process will result in modernized flight and duty rules that continue the long march to the highest level of aviation safety.

Please let me know if you have any questions.

Oakley

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