AIR LINE PILOTS ASSOCIATION, INTERNATIONAL
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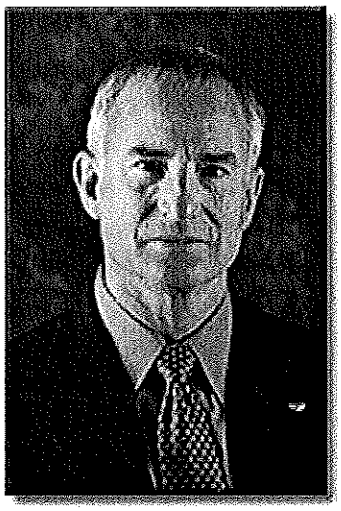
Captain Lee Moak, President
Air Line Pilots Association, International



Captain Lee Moak is the ninth president of the Air Line Pilots Association, International (ALPA), which represents nearly 50,000 professional airline pilots in the United States and Canada and is the largest non-governmental aviation safety organization in the world. He was elected by the union's Board of Directors on Oct. 13, 2010, and began his four-year term on Jan. 1, 2011.

As ALPA's chief executive and administrative officer, Captain Moak oversees daily operations of the Association and presides over the meetings of ALPA's governing bodies, which set policy for the organization. He is also the chief spokesman for the union, advancing pilots' views in the airline industry before Congress, Parliament, government agencies, airline and other business executives, and also the news media.

As ALPA's president, Captain Moak is a member of the AFL-CIO Executive Council as well as the Executive Committee of the AFL-CIO Transportation Trades Department, where he chairs the body's Financial Oversight Committee. He serves on the FAA NextGen Advisory Committee (NAC), which is made up of industry decision makers and tasked with advising the administration on key-decision gates with regard to improving and modernizing the nation's aviation infrastructure. Captain Moak is also one of 10 individuals appointed to the FAA Management Advisory Council, which advises the agency on management, policy, spending, and regulatory matters.

In Washington, D.C., Captain Moak led the creation and implementation of ALPA's FAA reauthorization agenda, the bulk of which was signed into law as part of the FAA Modernization and Reform Act of 2012. Under his watch, numerous critical aviation safety measures have become reality, including a pathway toward NextGen, runway improvements, weather research to improve commercial air operations, and an authorization to keep essential airports operating to protect service to smaller communities. He has spearheaded the implementation of the Known Crewmember program, a cornerstone of TSA's risk-based security protocol, and revised rest rules for pilots based on science.

Captain Moak oversaw an advocacy campaign that successfully pushed for an overhaul of the Export-Import Bank of the United States' wide-body aircraft financing practices, the first such reforms in the Bank's 75-plus year history, helping to level the playing field for U.S. air carriers and their employees in the international marketplace. He also helped lead a coalition of aviation groups in successfully opposing the European Union's Emissions Trading Scheme, an illegal tax on U.S. airlines, and is currently leading the fight against other policies that put U.S. and Canadian air carriers and their pilots at a disadvantage versus foreign competitors.

Under Captain Moak's leadership, ALPA pilots have ratified 19 new contracts protecting and bettering their jobs, livelihoods, and families. Many of these agreements have represented large and historic gains for professional airline pilots, including the largest airline merger in history at United Continental.

A B-767 Delta Air Lines captain, Captain Moak joined ALPA in 1988. From 2005 to 2010, he served three terms as chairman of the Delta Master Executive Council. His leadership in this capacity was crucial during Delta's bankruptcy recovery and successful merger with Northwest Airlines.

Captain Moak continues to expand the traditional role of labor union leader through a policy of "active and constructive engagement" with any and all parties who can affect the professional lives and careers of the pilots he represents—from local reporters to international media, from Main Street to Wall Street, from regulators to legislators, from other unions to industry leaders around the globe—ensuring that ALPA pilots are an important force making constructive contributions in the process.

Prior to becoming an airline pilot, Captain Moak served nine years as a United States Marine Corps fighter pilot. He later transitioned to the Naval Air Reserve Force to finish his military career as a U.S. Navy fighter pilot.

Captain Moak is married and resides in New Orleans.