

# INTERNATIONAL BROTHERHOOD OF TEAMSTERS

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Dear Brothers and Sisters,

As you are no doubt aware, the CARES Act sunsets at the end of September.

Not long after it was passed in March, it became clear that more relief would be needed. The IBT Airline Division has used all of our resources to push for an extension of the CARES Act; as of this writing our efforts continue. Negotiations on Capitol Hill are often difficult and last-minute deals typical; we expect that is how negotiations over this bill will play out. We are hopeful that an extension of the CARES Act will pass and provide for a six month no-furlough extension, though. The President and Speaker of the House are both in favor of this outcome, but nothing is guaranteed at the moment.

Here are some thoughts from Teamster Lobbyist Jack Albertine, of Albertine and Associates, regarding these negotiations:

*"The IBT Airline Division, which has been active in the halls of Congress for years, marshaled an emergency all-hands-on deck effort to fight for the survival of our fellow aviation workers. This battle began in late February when it became apparent that the pandemic could cripple the demand for air travel, devastating airline jobs, and crushing our brothers and sisters.*

*"Our strategic objective: federal funds to guarantee the jobs of our members. It would not be an easy task to convince Congress to allocate deficit spending to protect our jobs. There are over 90 thousand associations in Washington advocating deficit spending for their industries, so we needed to develop and sell the uniqueness of our cause.*

*"Our argument was self-evident to us and our colleagues in other IBT divisions: the airline industry is the fulcrum of America's economic growth; therefore, massive furloughs would fatally disrupt the industry's capacity to pull the economy out of recession once the virus was contained. We sold this argument one congressional office at a time.*

*"The stimulus package was slowly coming together and there were signals that the airlines would receive assistance, but this wasn't good enough for us. We needed at least half of this federal aid to be specifically earmarked for workers and we needed federal grants for that purpose, not loans that the companies might have rejected."*

As you know, through the hard work of many, the CARES Act passed with grants for payroll protection and delayed furloughs for six months. To be clear, we weren't alone in this effort - all the other industry unions and the airlines themselves advocated strenuously on your behalf. Albertine's thoughts on the status of CARES II are as follows:

*"When the stimulus bill was signed by the President, we did not take any time off. Congressional activities continued through April, May, June and up until now because we could not be sure that the airline industry would be recovering by October 1.*

**DAVID BOURNE, Director, Airline Division**

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*"We began to advocate for a second stimulus for the airline industry before the ink was dry on the first bill. We got pushback from policymakers who thought the problem was solved initially, but we were not deterred. In May we worked with House Democrats to have \$32 billion of additional funding for aviation labor added to the HEROES Act, money that was earmarked for spending starting on October 1. We also worked the Senate especially hard to convince Republicans of the need for more federal aid. That work has not produced a Senate companion bill to the HEROES Act's \$32 billion for aviation labor, but it has helped spur a letter from 16 Republican Senators to their leadership calling for an aviation labor lifeline of \$25 billion after October 1.*

*"We have also, of course, been advocating the need for an aviation labor package to the White House. The President has clearly and repeatedly indicated that he wants to assist the industry further.*

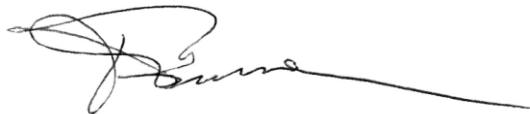
*"This brings us to the present. There is consensus among Democrats and enough support for Republican Senators and the White House to secure relief for our members. Our problem is that the broadly supported relief we are fighting for is incorporated into larger proposals with deep, bitter partisan divisions.*

*"We do not participate in political partisanship when we're advocating for members. Our strategy is to continue to vigorously address both the Speaker and the President regarding the urgency of new aviation worker relief to our members and their families who, through no fault of their own, face the grim prospects of furlough. The airline industry again faces the very crippling disruption the first CARES Act intended to avoid.*

*"This is a difficult moment. Talks between the two relevant parties are at a standstill, but we remain in the fight and remain optimistic that the urgency of the situation we are communicating to both sides will help to forge a deal. We are not giving up."*

We will continue this fight to protect you using every available resource. As soon as we have more information, we will share it with you. In the meantime, there is something you can do to help - reach out to your Senators and Congresspeople and ask them to support the extension of the CARES Act. Hearing from constituents is important, and the more Congresspeople and Senators that know Teamsters members are paying attention and expecting results, the more likely it is we will get the assistance we need.

With Solidarity,

A handwritten signature in black ink, appearing to read "David Bourne", with a long horizontal flourish extending to the right.

Capt. David Bourne  
Director, Teamsters Airline Division