



AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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May 13, 2026

EMAIL ONLY

Sindicato Nacional dos Aeronautas (SNA) – c/o Cpt. Diego Barrionuevo
Rua Renascença, 801/112 – Congonhas
São Paulo – SP 04612-010
Brazil

Dear Captain Barrionuevo:

On behalf of the Air Line Pilots Association, International, and its 80,000 U.S. and Canadian pilots, we stand in solidarity with SNA in its legislative campaign "For the Right to Fly Safely – Against the Collapse of the Brazilian Air Transport System." ALPA understands the initiative has been launched as an urgent measure regarding a set of provisions that put at risk flight safety, crew welfare, and the long-term sustainability of the civil aviation system in Brazil.

Our members understand the risks to safety and stability that can come with cabotage operations. According to SNA's policy paper, Bill PL 539/2024 is intended to allow foreign crews to operate Brazilian domestic operations in the Amazon region, as a laboratory to begin an experiment to allow such "cabotage" flying throughout Brazil. If we understand this scheme correctly, this legislation would allow a foreign airline and its pilots from a country outside Brazil (for example, from a country outside Latin America known for its aircraft leasing industry) to operate inside Brazil; however, these foreign airline operations would be subject to foreign aviation safety regulations, not Brazilian ones, foreign tax laws, not Brazilian ones, and foreign labor laws, not Brazilian ones -- pitting Brazilian pilots and companies against a foreign competitor following foreign rules. Unlike Brazil's current airline ownership and control rules, which allow foreign ownership and foreign capital, there would be no need to establish a Brazilian company to do the work; a mere grant of traffic rights by the aviation authorities would be enough. It would indeed be destabilizing to Brazilian aviation for such a bill to become law.

ALPA is also especially concerned about the lack of progress SNA has reported in fatigue management regulation, because aviation safety depends upon well-rested and properly-regulated air crews.

ALPA supports SNA Brazil's request for mutual assistance, under IFALPA's Industrial Manual Para. 2.5.7, for letters and messages of solidarity. Know that your fellow pilots at ALPA stand firmly with you. Throughout this pivotal period, we will encourage assistance and support across our 43 pilot groups to help ensure improved working conditions and a fair and successful outcome in this matter.

In Unity,

A handwritten signature in black ink, appearing to read 'JAA', with a long, sweeping horizontal stroke extending to the right.

Captain Jason Ambrosi
President