



PRESIDENT'S DEPARTMENT
AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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August 16, 2011

FAX 202-797-4007

The Honorable Barack Obama
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Dear Mr. President:

On behalf of the 53,000 airline pilots represented by the Air Line Pilots Association, International (ALPA), I write to respectfully request that you issue a final rule on pilot flight and duty and rest requirements.

The tragic February 2009 Colgan Air crash near Buffalo, N.Y., clearly demonstrated the effect that pilot fatigue has on airline safety. As a result, Congress directed the FAA to issue science-based flight-and-duty time limitation rules and minimum rest requirements for airline pilots by Aug. 1, 2011.

In response to this mandate, the DOT and the FAA followed all the steps of the regulatory process to develop the new rule: forming an Aviation Rulemaking Committee, seeking public comment, and issuing a flight- and duty-time notice of proposed rulemaking (NPRM) on Sept. 14, 2010, which the DOT and the FAA have since finalized.

As the premier safety advocate for airline pilots, you can imagine how encouraged we were by this progress and momentum. We were one step closer to the goal of One Level of Safety for all airline pilots.

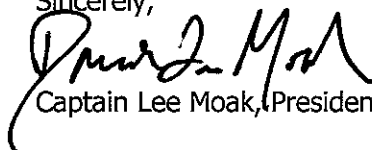
In the same vein, you can imagine our immense disappointment with the regulatory process when we began to hear rumors that the rule, in fact, would not meet its congressionally mandated deadline. To the regulators, it may seem like just another regulatory expectation. To us, it's a safety issue for our pilots and for the traveling public.

We last heard that the rule is now under review by personnel in the Office of Management and Budget (OMB), with whom I personally met with several weeks ago to reiterate the urgency of publishing this critical safety regulation. I addressed issues raised by some cargo and supplemental operators regarding airlift contracts with the U.S. Department of Defense.

Let me reaffirm: all airline passengers and all airline pilots deserve One Level of Safety. The effect of fatigue is the same whether a pilot is carrying cargo, passengers, or U.S. military troops. There is simply no reason for supplemental carriers to operate under a different standard of safety.

Pilot fatigue is not dependent on the type of operation—it is a universal problem. We ask for your support for One Level of Safety and that you direct the FAA to expeditiously release a final rule without "carve outs."

Sincerely,


Captain Lee Moak, President