



GOVERNMENT AFFAIRS DEPARTMENT  
**AIR LINE PILOTS ASSOCIATION, INTERNATIONAL**

1625 MASSACHUSETTS AVENUE, N.W. □ WASHINGTON, DC 20036 □ 202-797-4033 □ FAX 202-797-4030

January 18, 2012

Dear Representative:

On behalf of the 53,000 professional airline pilots represented by the Air Line Pilots Association, International (ALPA), I write to urge you to pass a final, multi-year authorization for the Federal Aviation Administration (FAA) before the end of the month to ensure aviation safety and institute a path toward a modern, efficient Next Generation Air Transportation System. We respectfully ask that you put politics and interests not relevant to the safety of our air transport system aside, work through the issues, and make passage of a final FAA reauthorization bill your first priority as the second session of the 112th Congress begins, eliminating the need for a 23<sup>rd</sup> extension.

In failing to pass a long-term reauthorization for more than four years, Congress has put on hold safety projects and research programs that will help protect all who depend on safe air transportation. For example, important runway safety provisions are included in the stalled FAA bill. While the number of serious runway incursions continues to decline, runway safety remains on the National Transportation Safety Board's list of "Most Wanted" aviation safety improvements. The General Accounting Office has reported that near misses on runways are common and occur almost daily. As air traffic grows, this situation is untenable. Other vital initiatives including research into volcanic ash hazards which can cripple a jet engine; wake turbulence which must be considered if airplanes are going to fly closer to one another when we utilize a satellite-based navigation system; wind shear warning systems which are critical to safe flight around severe weather and meteorological events; and efforts to make flying in icing conditions safer have also come to a halt.

Moreover, the lack of stable, long-term FAA funding has stalled critical work to modernize and upgrade the current air traffic control system to increase capacity and enhance efficiency. As a result, the United States may not be well positioned to meet future air transportation demand, and our country risks falling behind Europe and Asia as those regions continue to move ahead. The U.S. airline industry may in the near term find itself at an economic disadvantage in the global air transport arena.

There is no doubt that modernizing our air traffic control system, investing in infrastructure and advancing critical research will make air travel safer. Conversely, if we fail to provide stability for the FAA and continue to postpone investments in our



aviation system, we will inevitably degrade the safety structures the American public relies on to safely travel by air. We must not let that happen. Please pass a final FAA reauthorization bill before the 22<sup>nd</sup> extension expires on January 31.

Sincerely,

A handwritten signature in black ink that reads "Donald Lee Moak". The signature is written in a cursive style with a large, prominent initial "D".

Lee Moak  
President