



November 18, 2011

Dear Mr. President:

We applaud the goal of your administration to stop “business as usual” in Washington and check the ability of special interests to stop or significantly modify safety regulations. We ask for your support to ensure that we are not back to “business as usual” with the soon to be released FAA regulations on Pilot Flight Crew Member Duty and Rest Requirements.

These new rules are based upon a large body of scientific data concerning pilot fatigue and the ongoing independent work of the National Transportation Safety Board. These sources firmly establish that with respect to fatigue and pilot performance, there is no reason to differentiate between passenger flying and cargo carriage.

This is not the first time that special interests have tried to give safety a backseat to other considerations. TCAS (Traffic Collision Avoidance System) was required for passenger carriers in 1992 but cargo was exempted until 2003 because compliance would have allegedly been too expensive. In the mean time, there was a fatal mid air collision involving a cargo aircraft (without TCAS) and a passenger aircraft over India in 1996. There was also a near miss involving Air Force One and a cargo aircraft (without TCAS) over Ireland in 1997. The bottom line is that loss of life would have been avoided had leaders held firm that “safety is safety” in the face of pressure from special interests.

Cargo aircraft occupy the same crowded airspace with passenger aircraft. They take-off and land at the same airports and runways and receive the same instructions from air traffic controllers. Yet, many of the cargo carriers fly through the night through the period of lowest human performance and share airspace with the passenger carriers at the tail-end of a grueling assignment. Failing to apply pilot rest and flight time standards equally will result in cargo pilots being compromised as they complete their assignments.

We strongly request that you direct the Office of Management and Budget to require “One Level of Safety,” with respect to fatigue mitigating rules. There is no difference between cargo pilots and pilots who carry passengers. A fatigue-impaired cargo pilot poses the same threats to the general public as a fatigue-impaired passenger pilot. The American people deserve the best in safety in the air and on the ground. Please take a stand again for the flying public and the pilots entrusted with the safety of our national air transportation system. We thank you in advance for your support in this matter.

Sincerely,

Handwritten signature of Donald L. Moak in black ink.

Donald L. Moak  
President, Air Line Pilots  
Association, Int'l

Handwritten signature of Robert W. Travis in black ink.

Robert W. Travis  
President, Independent  
Pilots Association

Handwritten signature of Scott Stratton in black ink.

Scott Stratton  
Chairman, FedEx Master  
Executive Council