



April 23, 2018

The Honorable Pete Sessions  
Chairman  
The Committee on Rules  
U.S. House of Representatives  
Washington, DC 20515

The Honorable James McGovern  
Ranking Member  
The Committee on Rules  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Sessions and Ranking Member McGovern:

We are writing to oppose Amendment 151, filed by Reps. Collins (R-NY) and others, which would prevent modification of the Pilot Certification and Qualification Requirements for Air Carrier Operations Rule unless otherwise altered by Congress. This proposed amendment to H.R. 4, the FAA Reauthorization Act of 2018, is an overreach that undermines the FAA's authority as the industry's safety regulator.

If the proposed amendment was implemented, the FAA would need to await Congressional direction before acting on any pilot training issue, thereby constraining the Agency's ability to respond in real-time to identified risk in the system. The amendment would also preclude the FAA from making continuous progressive and evolutionary safety enhancements to pilot training that are needed to keep our country on the leading edge of aviation safety.

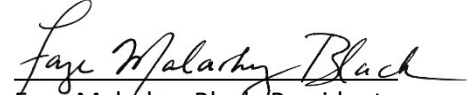
It is important to note that the Flight Safety Foundation --- an independent, impartial, international non-profit organization that exists to champion the cause of aviation safety --- recently published a position paper, *Pilot Training and Competency*, and stated, "... the industry has reached a crossroads in determining how pilots need to be selected, hired, trained and mentored ...changes need to be made if the industry is to continue its stellar safety performance in an era of expected rapid growth in many regions of the world."

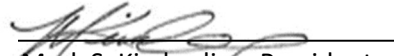
Our country's pilot workforce is currently going through a period of unprecedented change. In the United States alone, the aviation industry will need tens of thousands of new pilots to maintain current levels of service and meet the public's growing need for air travel. During this period of incredible transition, the FAA must have the ability and flexibility to ensure that aspiring pilots are well trained and proficient, and that the highest level of safety is maintained.

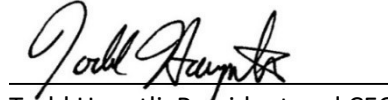
If this proposed amendment is adopted, it would effectively codify complacency in pilot training and qualification standards. We urge you to oppose this amendment.


Thank you for your consideration.

Sincerely,

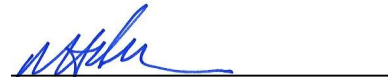
  
Faye Malarkey Black, President  
Regional Airline Association

  
Mark S. Kimberling, President and CEO  
National Association of State Aviation Officials

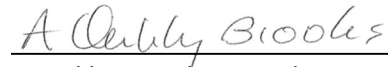
  
Todd Hauptli, President and CEO  
American Association of Airport Executives


  
Stephen Alterman, President  
Cargo Airline Association


  
Sharon Pinkerton, Senior Vice President  
Airlines for America

  
Martin H. Hiller, President  
National Air Transportation Association

  
Douglas E. Lavin, Vice President,  
Member and External Relations  
International Air Transport Association

  
A. Oakley Brooks, President  
National Air Carrier Association

  
Matthew S. Zuccaro, President & CEO  
Helicopter Association International

  
Stan Bernstein, President  
Regional Air Cargo Carrier Association

cc: House Speaker Paul Ryan (R-WI)  
House Majority Leader Kevin McCarthy (R-CA)  
House Minority Leader Nancy Pelosi (D-CA)  
House Minority Whip Steny Hoyer (D-MD)  
House T&I Chairman Bill Shuster (R-PA)  
House T&I Ranking Member Peter Defazio (D-OR)  
House T&I Aviation Subcmte Chairman Frank LoBiondo (R-NJ)  
House T&I Aviation Subcmte Ranking Member Rick Larsen (D-WA)