



Coalition of Airline Pilots Associations

Flight and Duty Time: Cargo Carve-Out

Safe Skies Act of 2013 (S. 1692 & H.R. 182) ensures that "One Level of Safety" remains our national aviation policy.

"One Level of Safety" for all commercial aviation was the genesis of federal legislation in 2010 for several airline safety issues determined to be in need of strong regulation. In all of its efforts Congress was clear; there must not be separate standards for regional, major, passenger, or cargo carriers.

- Pilot fatigue is a universal problem not dependent on operation type or aircraft.
- In 2010, Congress recognized the effects of pilot fatigue directed the FAA to issue science-based flight-and-duty rules and minimum rest requirements for all airline pilots.
- Congress' mandate was predicated on a "science-based fix" - not costing model.
- The FAA's failure to adhere to this mandate infringes on Congress' power to make the law.
- The FAA exempted cargo airlines as a result of the intense lobbying by the air cargo industry.
- While FAR 117 is a significant improvement; excluding cargo operations creates two standards for commercial aviation. Attempting to manage two separate systems for the same airspace degrades overall safety and increases risk.
- All commercial aircraft share the same taxiways, runways, air corridors and approaches, the system is fully integrated. A cargo aircraft accident will not be self contained; it will impact other aircraft, property and/or people.
- The Safe Skies Act directs the FAA to apply FAR 117 to all-cargo airlines in the same manner as they apply to passenger operations.

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