



Coalition of Airline Pilots Associations

President's Corner - *February 2011*

It's a new year and a new beginning on many fronts. With that new beginning, inevitably comes change. One of the most notable changes is a change in leadership of CAPA. As I begin my service to CAPA it is most appropriate to recognize my predecessor, Capt. Paul Onorato. Paul concluded nearly ten years of service to CAPA culminating with two terms as Association President. His work and efforts will always be remembered positively as he moved the organization forward with numerous success stories on Capitol Hill. Paul is enjoying his time away and will be pursuing other opportunities. On behalf of the 28,000 pilot members of CAPA, thank you Paul for your efforts to make our careers safer and more secure.

We also have a new Congress with the 112th Congress convening. It has a very different complexion with over 100 new members. As you know the Republicans have regained a majority in the House of Representatives while the Democrats retain control of the Senate and Executive Branch. That should make for an interesting session as there are numerous Aviation Safety and Security bills that are currently in play such as FAA Re-Authorization as well as many appropriation bills coming later this year such as Homeland Security Re-Authorization that CAPA will be heavily involved with. With other issues demanding Congress attention such health care debate, it should prove to be a most challenging year.

Many in our Association, as well as our associates on the Hill, have asked what to expect from CAPA going forward. Internally my focus will be on expanding the presence of CAPA on a myriad of fronts. Since its' inception CAPA has focused primarily on work on Capitol Hill on issues deemed appropriate by the CAPA Board of Directors. That has served us well. However, moving ahead it is vital that CAPA expand it's reach and dialogue on a multitude of fronts including Wall Street, ICAO, the International Aviation Community, the Airline Transport Association, the Federal Aviation Administration as well as regulators and bureaucrats. In short, we must engage any organization that can affect pilot's careers. We have much in common with these groups and we must seek out common ground to move issues forward collaboratively. This initiative is supported by the CAPA Board and is the beginning of my work as CAPA President.

Presently we have engaged on Capitol Hill on several issues including seeing through the requirements dictated by Congress in HR 5900, FAA Re-Authorization which is currently being discussed in the Senate, improved fire suppression for cargo flights including a prohibition of carriage on non-rechargeable lithium ion batteries as well as taking a stand against an effort to implement a different set of flight and duty time rules for supplemental carriers. The amendment introduced by Senator Jim Inhofe-OK would create a separate set of flight and rest requirements for pilots working for supplemental carriers. These carriers transport the bulk of our nations' troops to/from war zones around the world. Our troops deserve the same standard of rested crews as the traveling public. There should only be one level of safety. Additionally, we have offered our subject matter experts to Congress and staff as they work through the numerous aviation-related issues currently in focus.

As we move forward, CAPA pilots are stakeholders in our industry. We must engage on the issues important to our members and fulfill our role as their voice on Capitol Hill and beyond. And that we will do.

Captain Carl Kuwitzky
President
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