

From: abus@comcast.net
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To: To all:

The frustration level is definitely out there and with good reason. The legislative process has degraded to passing non-binding resolutions. The rest of the process has more to do with making the other guy look bad than it does with actually getting laws passed. What that produces is an environment where any legislative movement is nearly impossible. Most things will be conveniently put on Continuing Resolutions to keep funding levels going without passing "new" legislation. That's just the political reality, and has been for months.

Looking for "stand alone" legislation is not reality. It's far more than pride of authorship, although that does play a big part. ALPA has put the brakes on everything because their precious immunity is not an option that they can achieve. Until the log jam breaks there is little chance of a legislative solution.

Frankly the court is and always has been the best option for a resolution. Granted the time line is equally frustrating; however, it will produce a result that defines the law. While some don't trust the legal system, it has distinct advantages. First, the questions before the court are not sandwiched between a myriad of nonrelated issues that prevent any result from being accomplished. Second, the court does not run for office every two years and can be impartial to outside funding issues.

As of last Friday the FAA had issued 489 denials of the Waiver requests and responded to NONE of the filings for reconsideration. They have several hundred more denials waiting to be sent out. They don't care that they, more than any other entity, have caused a totally avoidable catastrophe. They DON'T care. For them to correct the problem now is merely an admission of how incompetent they have been in creating and prolonging the problem. In light of the list of denials, it is obvious that many people have ignored the court process. Once the denial is over 60 days old it cannot be appealed. I'm sure that many of you know other pilots who are in or about to be in that situation. It would be to their advantage to join our suit against the FAA for multiple reasons. We are not a "class action" suit. With a positive ruling from the court we do anticipate damages, but this organization can only represent those that are members at that point.

There are requirements and legal forms for representation to be part. I will provide that information to those that contact me to join. If they choose to ride the fence to await the initial ruling, I can't help them at that point. It will mean finding separate counsel and filing separate actions. That's a personal choice, but perhaps not a wise one. For information on legal representation contact:

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