

January 18, 2007

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The Honorable Marion C. Blakey
Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.
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Administrator Blakey:

I name is Lewis J. Tetlow III, and I am a pilot for USAirways, Inc. based in the Philadelphia international division. I have been employed in the airline business since May, 1977 when my career began with Braniff Int'l. I am requesting a personal meeting with you or your direct representative to provide the line pilot view of what the Age 60 Rule and its discriminatory nature means to real American citizens.

On November 23, 2006 the real world changed in regards to the active age discrimination policy against U.S. Part 121 pilots. You have heard from the lobby groups, from self-serving unions who promote age discrimination with the money taxed upon their membership, from industry members and air carriers. The FAA has had its ARC, which due to its composition and political nature, was as predictable going in as it was coming out. I have spoken to one of the ARC members from ALPA, (my union) and when I asked how in good conscience he could have voted to maintain age 60; the response was-

“I was between a rock and a hard place.” Translation—ALPA made me do it. I have no doubt the fact that USAirways pilots have made support of age 65 their official policy was never presented at the ARC by our union (ALPA).

Now before you announce a NPRM on a rule change, I hope you will listen to real people. We're not served well by our labor organizations on this issue. We have real faces, real families, individual histories and most of all real rights under the U.S. Code of Law that we will not wave. Some like myself are military combat veterans of the United States and we are physically fit to continue in our careers. We have earned the right to be heard and to not be singled out as a new group of second class citizens of the U.S. and the world aviation community.

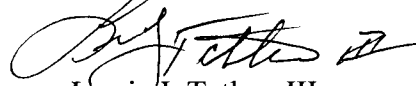
We are not a safety risk and frankly never were. We are the recipients of continued discrimination. Even the PBGC has recognized that we are retired "early" for which they have levied a 15% penalty on retirements.

The Risk Analysis proposal, which ALPA used as an excuse to hide its real reasons to maintain Age 60, is nothing more than a hypothetical equation when no real world data is compared to test the model. We, the U.S. Part 121 pilots who are or soon will be over age 60, provide the best real world sample of that data because we are the only pilot group completely scrutinized by the FAA . Only by granting the right to continue in our careers will theoretical science become real science. As former program manager for TCAS development at ARINC Research under FAA contract, I can say that had we used the ALPA logic, TCAS would still be on the shelf.

What possible logic can a labor union claim, when it uses the possibility of further negotiation of a retirement plan as an excuse to support age 60. Negotiation is their job; so let them do theirs and leave us to rightfully do ours. The ARC provided only the loss of time, the loss of careers and a further violation of our rights as U.S. citizens. We know what the RIGHT and JUST solution is. The question is only the courage to implement that policy. As U.S. pilots we are not asking for some special entitlement, but we are asking for equal protection under the law and equal status in U.S. airspace.

I look forward to the possibility of a meeting and would request the privilege of asking my Congressional Representatives to attend at your convenience.

Respectfully,



Lewis J. Tetlow III

Pilot, USAirways emp# 51995