



International Association of Machinists & Aerospace Workers

2017 FAA Reauthorization Priorities

Assaults on Customer Service Representatives

We urge Congress to require all airlines to adopt an “Employee Assault Prevention and Response Plan.” This plan should provide protocols for how employees and managers should properly handle violent incidents, including recurrent training, proper incident reporting and immediate notification of law enforcement. Reporting procedures and employee training should be based on those originally required by FAA advisory circular 90-103 regarding methods to manage and report incidents of passenger interference with crew members. Clear and concise protocols, as required by this plan, would provide customer service agents with a support network to handle an assault. Finally, this plan should establish a process for quickly engaging federal law enforcement so that they can determine whether federal charges under ATSA are warranted. **We urge Congress to include language in the FAA bill that would combat the rapid and troubling rise in violent assaults on airline customer service agents.**

Flight Crew Fatigue

The IAM is calling for a 10 hour rest from arrival to departure, which would provide flight attendants the opportunity for 8 hours of “real rest.” The current FAA rest minimum for flight attendants, even after a 14 hour duty day, is 9 hours, which can be reduced to 8 hours. Even in the best circumstances an 8 hour break provides a rest opportunity of less than 6 hours. Requiring a 10 hour minimum rest period prior to a duty period will start to address flight attendant fatigue. We are also calling for the FAA and commercial airlines to develop and implement a Fatigue Risk Management Plan specific to flight attendants that follows the existing FRMP’s for flight crews. **We urge Congress to increase the rest requirement for flight attendants to the same 10 hour minimum rest provided to commercial airline pilots and create a FRMP which specifically addresses the chronic fatigue that plagues our nations flight attendants.**

Strengthen FAA Oversight of Foreign Repair Stations

In the last FAA reauthorization, the agency was tasked with increasing its oversight of foreign repairs stations performing maintenance on U.S. carrier’s aircraft. However, the current oversight mechanisms remain very weak. There needs to be stricter FAA oversight standards, conducted by FAA inspectors, without advanced notice, in all locations if these foreign repair stations are to repair and maintain U.S. aircraft. We strongly support the requirement that employees at foreign repair stations who perform safety-sensitive functions on U.S. aircraft undergo pre-employment background checks to determine if they pose a threat to aviation safety. Congress also needs to ensure that the drug and alcohol testing mandate for foreign repair stations is implemented as quickly as possible. **FAA oversight of foreign repair stations must be strengthened to ensure they provide the same high level of safety and security found in the United States.**