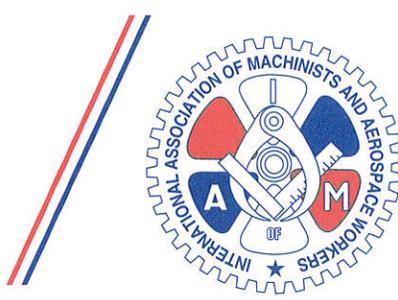


**International  
Association of  
Machinists and  
Aerospace Workers**



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Upper Marlboro, Maryland 20772-2687

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OFFICE OF THE INTERNATIONAL PRESIDENT

February 24, 2016

Dear Senator,

**On behalf of the International Association of Machinists and Aerospace Workers (“IAM”) and the thousands of flight attendants that we proudly represent, we strongly urge you to include language in the Committee’s FAA reauthorization bill that mirrors the Flight Attendant Fatigue amendment that was offered by Representative Michael Capuano and adopted by the House Transportation and Infrastructure Committee. This provision in H.R. 4441 increases the rest requirements for flight attendants to the same 10 hour minimum rest provided to commercial airline pilots and also creates a Fatigue Risk Management Plan (“FRMP”) which specifically addresses the chronic fatigue that plagues our nation’s flight attendants.**

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. This “rest period” includes but is not limited to the actual boarding process, deplaning passengers, exiting the airport, travel to and from the hotel, transiting the aircraft, performing required aircraft safety equipment checks and being ready for passenger boarding up to an hour before the first flight of the day. Even in the best circumstances, an 8 hour break provides a rest opportunity of less than 6 hours. The FAA Civil Aerospace Medical Institute (“CAMI”) recently released a report which concluded that changes to the flight attendant work rules are necessary and that reform is needed to combat fatigue. The CAMI report recognized several contributing factors to flight attendant fatigue, including scheduling and missed meals.

In response to our serious concerns with flight attendant fatigue, the IAM is seeking a 10 hour rest from arrival to departure, which would provide flight attendants the opportunity for 8 hours of actual rest. A 10 hour minimum rest for flight attendants would harmonize rules with the airline pilot rest requirement and with International recommendations for duty and rest. Congress should also require the FAA and commercial airlines to develop and implement a Fatigue Risk Management Plan specific to flight attendants that follows the existing FRMPs for flight crews.

As the Committee moves forward in developing an FAA bill that improves aviation safety, it must include language that addresses flight attendant fatigue, this issue directly affects the health and safety of all flight attendants and the flying public. Again, we strongly urge you to include the provision from HR 4441 in your version of the FAA bill.

If you have any questions, please contact Legislative Director Hasan Solomon at (301) 967-4575 or [hsolomon@iamaw.org](mailto:hsolomon@iamaw.org)

Sincerely,

Robert Martinez, Jr.  
International President, IAMAW