



# Transportation Department



2015 Aviation Legislative Priorities

## FAA Reauthorization

### As part of the Federal Aviation Administration (FAA) Reauthorization, Tell Congress to Strengthen Oversight of Foreign Aircraft Repair Stations and Enforce Existing Inspection Capabilities:

Congress must also address unfinished business related to the epidemic of outsourcing of aircraft maintenance and repairs. With more than 700 foreign-based aircraft repair stations certified by the FAA to work on U.S. aircraft, federal policy fails to ensure that the same safety and security rules imposed on domestic repair facilities are applied to facilities based overseas.

In the 2012 FAA reauthorization bill, lawmakers voted in favor of a provision (Section 308(d) (2)) directing the FAA, within one year of enactment, to issue a proposed rule requiring all repair station employees responsible for safety-sensitive maintenance on U.S. aircraft to be subject to an alcohol and controlled substance testing program. While we are pleased that Congress moved to address this safety issue, the FAA is now well over two years late in fulfilling this mandate for a proposed rule and the provision will have no impact until it is formally implemented by the FAA. To ensure compliance and to stop the proliferation of unsafe standards, we urge Congress to prohibit the additional certification of any foreign repair station until the drug and alcohol rule is implemented.

The 2012 law also mandated that each foreign repair station be inspected by the FAA at least once a year. While this is a step in the right direction, inspections at foreign stations must still be announced and notice provided to the host country—contrary to the surprise visits correctly imposed on domestic stations.

The IAM calls on Congress to close this basic safety loophole and mandate the use of unannounced inspections at both foreign and U.S. stations. Congress must also resist efforts to allow foreign countries, instead of the FAA, to perform the minimum inspections required of U.S. certificated stations. If foreign stations and their governments do not wish to be subject to these requirements, they should not be allowed to work on U.S. aircraft.

**Tell Congress to Strengthen Oversight of Foreign Aircraft Repair Stations and Enforce Existing Inspection Capabilities.**

**As Part of the FAA Reauthorization, Tell Congress to Support 10 Hour Minimum Rest for Flight Attendants:**

Pilots' rest requirements established by the Federal Aviation Administration (FAA) require a 10 hour minimum rest. Flight Attendants should be treated equally under the law and granted the same amount of rest as pilots.

Flight Attendants are responsible for the safety and security of the flying public and increasing the likelihood and incidence of fatigue places the safety and security of our nation's air transportation system at risk.

At present, Flight Attendants' minimum rest can be reduced to 8 hours, but that does not mean eight hours of actual rest. Congress has commissioned fatigue studies and it's now time to take those studies' findings and grant no less than 10 hour minimum rest for all crewmembers.

**Tell Congress to treat our nation's first responders in the sky equally and mandate 10 hour minimum rest for Flight Attendants.**