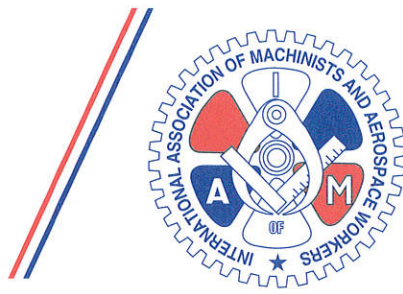


**International  
Association of  
Machinists and  
Aerospace Workers**



9000 Machinists Place  
Upper Marlboro, Maryland 20772-2687

Area Code 301  
967-4500



OFFICE OF THE INTERNATIONAL PRESIDENT

March 15, 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 support both of Senator Richard Blumenthal’s flight attendant fatigue amendments to the FAA reauthorization bill. They mirror the Flight Attendant Fatigue language that was agreed to in the House FAA bill and is our preferred course. The Senate bill in its current form does NOT adequately prescribe minimum rest requirements for chronically fatigued flight attendants. The proposed 10 hours with “reasonable flexibility” means rest for flight attendants will be most likely reduced to 9 hours. Flight attendants must have 10 hours rest with a Fatigue Risk Management Plan (“FRMP”) that 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 it 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.

The Blumenthal amendments’ provide 10 hours rest from arrival to departure, which would allow flight attendants the opportunity for 8 hours of actual rest. The amendment would harmonize rules with the airline pilot rest requirement and with International recommendations for duty and rest. The amendment also requires 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.

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

Sincerely,

**Sito Pantoja**

General Vice President, Transportation, IAM