



June 14, 2023

Dear Representative:

On behalf of the 600,000 active and retired members of the International Association of Machinists and Aerospace Workers (IAM), I write to you today to **strongly urge a 2023 FAA Reauthorization Act that prioritizes labor standards and ensures airline worker safety.**

As the representative of more than 100,000 air transport members, and the largest air transport union in North America, **we firmly request a robust reauthorization bill that places the safety of workers first.** This request matches the substantial uptick in demand for U.S. air travel, and the unfortunate series of airline worker assaults and deaths in recent years. We make this agency reauthorization request on behalf of our hard-working diverse membership that includes customer service agents to ground workers and flight attendants.

We are urging this year's FAA reauthorization to include worker-focused provisions such as:

1. **Fair and Open Skies Act** to ensure that any authorizations issued by the Secretary of Transportation to foreign air carriers do not undermine labor rights or safety standards. The Fair and Open Skies Act combats predatory flag of convenience air carriers who seek to fly to the U.S. while operating business models predicated on undermining labor, tax, and safety laws.
2. Does not include any efforts to amend the **Airline Deregulation Act (ADA)** that would limit or prohibit states and localities from including airline workers in labor protections extended to other workforces.
3. **Safe Aircraft Maintenance Standards Act**, which would strengthen FAA oversight of commercial airline repair facilities outside the United States. This legislation would make carrier facilities outside the U.S. abide by the high-quality standards that help ensure smooth and safe travel for passengers and the airline workers.
4. Clarify the FAA's authority to enforce the **Employee Assault and Prevention Plan**. While most airlines have submitted plans, the FAA doesn't believe the agency has the authority to enforce or hold airlines that do not submit such plans accountable.
5. **Ramp Worker Safety Call to Action** to study and find solutions to improve safety for airline ramp workers. This would help halt the unfortunate trend of recent ramp worker deaths like in April of this year when an American Airlines' ramp worker died while working at Austin-Bergstrom International Airport in Austin, Texas. This came just months after a Piedmont Airlines' ground crew worker was killed while working at Alabama's Montgomery Regional Airport in December 2022.


6. **Protection from Abusive Passengers Act**, which would direct the Transportation Security Administration (TSA) to create and manage a program that bars passengers who are fined or convicted of serious physical violence against airline personnel from flying.
7. **Cabin Air Safety Act**, which would protect airline pilots, flight attendants, and passengers from toxic cabin air. Requirements includes measures such as flight attendants, pilots, aircraft maintenance technicians, airport first responders, and emergency response teams to receive annual training on how to respond to incidents on aircraft.

The time is now for Congress to draft and pass an FAA reauthorization package that acknowledges today's growing demand to protect workers from physical harm and ensure labor standards are a priority.

**Again – the IAM urges a series of very important worker-focused safety provisions to be included in this year's FAA reauthorization legislation.**

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

Sincerely,

A handwritten signature in black ink that reads "Robert Martinez, Jr." with a stylized flourish at the end.

Robert Martinez, Jr.  
IAM International President

RM/vk