



## RE: Vote YES, H.R. 4, the FAA Reauthorization Act of 2018

The 50,000 Flight Attendants at 20 airlines represented by the Association of Flight Attendants–CWA urges Congress to vote **FOR** the bipartisan FAA Reauthorization Act of 2018 (H.R. 4). AFA strongly supports the improvements to aviation safety, protections of U.S. aviation jobs, and enhancements to the security of our aviation system which are included in this bill.

This common-sense bill includes AFA safety priorities:

- 10-hours minimum rest and a FRMP for Flight Attendants, Sec. 314
- Protecting U.S. aviation jobs by preventing approval of any new applications by airlines operating with a flags-of-convenience model, Sec. 530
- Ban of Voice Calls on Planes, Sec. 402
- Harmonization of Service Animal Standards, Manager's
- Cabin Cyber Security Vulnerabilities, Sec. 732
- Secondary Cockpit Barriers, Sec. 315
- Safe transport of lithium batteries, Sec. 509
- Study on Cabin Evacuation Certification, Sec. 307
- Requiring privacy for nursing in the airport, Sec. 122
- Evaluation and update of emergency medical kit contents, Sec. 311
- Required notification of Insecticide use, Sec. 405
- Promoting Women in Aviation, Sec. 512
- Banning electronic cigarette smoking on planes, Sec. 534
- Training on Sexual Harassment and Assault, Manager's
- Protect Customer Service agents from assaults, Sec. 539

## H.R. 4 Amendments

Support:

- [#22, Soto \(FL\)](#), *requires sinks or sanitizing equipment to be provided in any mother's room (nursing facility) at airports.* Consistent with AFA calls for sinks and sanitation on the aircraft lavatories.
- [#170, Soto \(FL\)](#), *requires the Administrator to also consider the potential emergency medical needs of pregnant women when evaluating the minimum contents of approved emergency medical kits – currently the bill only specifies the consideration of children's emergency medical needs.* AFA calls on the FAA to conduct a comprehensive review of onboard medical supplies.
- [#1, Langevin \(RI\)](#), *passengers with disabilities receive timely and effective assistance at the airport and on the aircraft. Personnel providing physical assistance to passengers with*

*disabilities may be required to receive hands on training to perform assistance and use any needed equipment. As with any changes to duties or training, Flight Attendant staffing minimums must be evaluated with the requirement of any new duties.*

- [#89, DeFazio \(OR\)](#), *repeals a prohibition on U.S. regulation of air transportation of flammable lithium batteries unless there has been an accident. Restores the DOT's authority to regulate lithium batteries beyond international baselines, without waiting for an accident to occur. We have long called for additional regulations to ensure the safe shipment of lithium batteries. The threat of fire from lithium batteries is proven. The U.S. Department of Transportation needs to update lithium battery transport rules by harmonizing with international standards adopted by the International Civil Aviation Organization (ICAO).*
- [#52, Esty \(CT\)](#), *directs the Administrator of the Federal Aviation Administration to create and facilitate the Women in Aviation Advisory Board. The Board would promote organizations and programs that provide education, training, mentorship, outreach, and recruitment of women into the aviation industry.*
- [#226, Speier \(CT\)](#), *directs the FAA Administrator to review and evaluate the design and effectiveness of commercial airline oxygen masks, and determines whether changes to the design could increase correct passenger usage.*

Oppose:

- [#147, Cuellar \(TX\)](#), *Allows slot swaps for air carriers at DCA. AFA represents Flight Attendants at multiple airlines serving regional flying. Smaller communities will not benefit from point to point airlines that will seek to serve larger cities.*
- [#221, King \(IA\)](#), *Ensures that none of the funds authorized by the Act are used to implement, administer, or enforce the prevailing wage requirements of the antiquated Davis-Bacon Act.*
- [#140, Denham \(CA\)](#), *clarifies the intent of the Federal Aviation Administration Authorization Act of 1994 for motor carrier meal and rest regulations motor carrier meal and rest regulations.*
- [#26, McClintock \(CA\)](#), *strikes Section 451 of H.R. 4, which authorizes the Essential Air Service. Eliminating EAS would harm rural and underserved communities that lack access to fully-mature transportation systems. Small isolated communities rely on air transportation services provided by EAS or they face further economic isolation. Elimination of EAS will cut jobs.*

We again thank Chairman Shuster, Ranking Member DeFazio, Chairman LoBiondo, and Ranking Member Larsen for their bipartisan leadership in shaping this strong legislation. Flight Attendants look forward to closing the safety loophole of Flight Attendant fatigue with equal crew rest as soon as possible.

If you have any questions, please contact AFA at [sschembs@afanet.org](mailto:sschembs@afanet.org), 202-434-0568.