



Equal Rest for Flight Attendants

The Association of Flight Attendants-CWA (AFA) is calling on Congress to provide a 10-hour minimum rest requirement and implement of a Fatigue Risk Management Plan (FRMP) for Flight Attendants. This will harmonize Flight Attendant rest and fatigue training with our colleagues on the flight deck.

In the 1990's, then Congressman Norman Mineta introduced a bill for duty and rest regulations that included 10 hours minimum rest. Instead of reaching meaningful rest regulations, Congress commissioned a series of fatigue studies.

Between 2009 and 2012, The FAA Civil Aerospace Medical Institute (CAMI) considered a series of reports which concluded that changes to flight attendant work rules are necessary and that reform is needed to combat fatigue. The CAMI reports recognized several contributing factors to flight attendant fatigue, including scheduling and missed meals¹.

Therefore, AFA is calling for a non-reducible 10-hour rest period from release to report, which would provide flight attendants the opportunity for 8 hours of rest. 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. Even in the best circumstances an 8 hour break provides a rest opportunity of less than 6 hours.

Congress mandated improved rest for pilots following the crash of Colgan Air flight 3407. The new 14 CFR Part 117, *Flightcrew Member Duty and Rest Requirements* requires that a pilot be given a rest period of at least 10 consecutive hours preceding a flight duty period or reserve assignment.

The United States lags behind other countries when it comes to equalizing the rest regulations for both pilots and flight attendants. In fact, in 2009 ICAO made recommendations introducing new definitions and amendments with respect to the limits for flight time duty periods, flight duty periods and rest periods for fatigue management. The ICAO recommendations would help ensure an equivalent level of safety².

Flight Attendant rest cannot be properly addressed without the implementation of a fatigue risk management plan for flight attendants. Pilots already take part in a fatigue risk management plan with which all airlines are familiar. A FRMP consists of senior level management commitment to reducing fatigue and improving flightcrew member alertness, FRMP scope and Fatigue Management Policies and Procedures, fatigue reporting policy a fatigue incident report process, and an education and awareness training program.

Addressing the hazards of fatigue is an integral part of a total safety system. It is imperative that regulators and air carriers develop and implement a FRMP specific to flight attendant operations under Part 121 that follow the structure of the flight crew FRMP.

FRMPs will vary by airline, but it's crucial that flight attendants learn to recognize when they're tired, how to stay rested longer, and what to do when they feel fatigued. Please weigh in with the House Transportation & Infrastructure Committee and the Senate Commerce Committee and urge them to include a 10-hour minimum rest requirement and FRMP in the FAA Reauthorization bill.

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¹ Aerospace Medicine Technical Reports, FAA Civil Aerospace Medical Institute, Report No: DOT/FAA/AM - 11/16, *Flight Attendant Fatigue: A Quantitative Review of Flight Attendant Comments*, October, 2011

² International Civil Aviation Organization (ICAO), *Annex 6, Operation of Aircraft, Part I: International Commercial Air Transport - Aeroplanes Ch. 9.6, Attachment A, Ninth Edition* (July 2010)