



# WINS FOR LABOR

## **The *Securing Growth and Robust Leadership in American Aviation Act*: Protecting America's Aviation Workforce**

### **Topline Democratic Message:**

- The *Securing Growth and Robust Leadership in American Aviation Act* strengthens and protects the U.S. aviation workforce, which is essential to upholding America's gold standard in aviation safety and innovation.
- The bill implements labor-backed measures to increase safety during the manufacturing, maintenance and operation of aircraft, strengthens the U.S. aviation workforce and cultivates an industry to attract and retain talent for generations to come.

### **WINS FOR LABOR on the ground:**

The bill improves safety standards for mechanics, inspectors, aircraft dispatchers and air traffic controllers:

- **HIGHLIGHT:** (Sec. 505) Global Aircraft Maintenance Safety Improvements – Ensures foreign aircraft maintenance stations meet FAA standards and takes steps to enhance future oversight.
- (Sec. 423) Limitation on Certain Rolling Stock Procurements – Promotes American manufacturing by prohibiting airports from using federal funding to purchase certain foreign-built buses.
- (Sec. 435) Safe Fire and Rescue Staffing – Directs FAA to update airport firefighting and rescue requirements to ensure certain airports have basic level Emergency Medical Technician (EMT) training for at least one responder, consistent with best practices.
- (Sec. 533) Ramp Worker Safety – Initiates a ramp worker safety Call to Action to convene stakeholders on best practices and implements actions to address airport worker safety.
- (Sec. 827) Remote Dispatching – Ensures the integrity of remote dispatching, establishes a certificate for aircraft dispatchers, and requires air carriers maintain designated dispatch and flight following centers.

### **WINS FOR LABOR in the air:**

This bill increases the safety, health and well-being of flight crews:

- **HIGHLIGHT:** (Sec. 829) Employee Assault Prevention and Response Plans – Mandates that the FAA enforce a requirement for commercial airlines to create employee assault and response plans to address the increasing number of attacks against flight crews.
- (Sec. 522) Secondary Barriers – Requires the FAA to convene a rulemaking committee to develop recommendations for the installation of secondary cockpit barriers on aircraft to protect pilots not covered under current regulations.
- (Sec. 810) The Fair and Open Skies Act – Helps prevent foreign carriers that undermine fair labor standards from obtaining permits to operate in the U.S.



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- (Sec. 538) Deterring Crewmember Interference – Creates a task force of air carriers, airport law enforcement and aviation labor unions to develop standards and best practices on minimizing unruly and abusive passengers.
- (Sec. 527) Onboard Emergency Medical Equipment – Requires the FAA to review and revise emergency medical kits on passenger aircraft to address the needs of children and pregnant women, opioid overdoses, severe allergic reactions and cardiac arrest.
- (Sec. 540) Cabin Air Quality – Establishes a reporting system and database for flight crew to directly report fume and smoke events and commissions the National Academies to study and issue recommendations on fume events to improve cabin air quality and increase safety.
- (Sec. 537) Radiation Exposure – Requires a National Academies study on the health and safety impacts of radiation exposure on flight attendants and passengers onboard commercial aircraft.
- (Sec. 539) Cabin Temperature Standards – Directs the FAA to review existing industry standards on cabin air temperature ranges and provide recommendations to address unsafe cabin temperatures.
- (Sec. 541) Aircraft Evacuation Standards – Requires the FAA's Aviation Rulemaking Advisory Committee to review and propose updates to the evacuation requirements for commercial aircraft.
- (Sec. 524) Part 135 Duty and Rest – Requires the FAA to limit the use of ferry flights and update policy and guidance on record-keeping for part 135 operators.
- (Sec. 820) FAA Information Technology System Integrity – Directs the FAA to review the agency's aging information technology systems, like the NOTAM system, and identify necessary upgrades.
- (Sec. 841) Pumping Guidance for Flight Crew – Directs the FAA to issue guidance relating to flight crewmembers who pump breast milk during noncritical phases of flight.

## **WINS FOR LABOR in creating our future:**

This bill protects the U.S. aviation workforce and creates a talent pipeline for future growth:

- **HIGHLIGHT:** (Sec. 301) Aviation Workforce Development Grants – Triples funding for the FAA's pilot, aircraft maintenance and newly created aviation manufacturing workforce development programs at \$15 million respectively for each of fiscal years 2024 through 2026.
- (Sec. 302) Improving Aviation Workforce Development Programs – Expands the eligibility of the FAA's aviation workforce development programs to include the aviation manufacturing workforce and establishes the Willa Brown Aviation Education Program, a 20 percent set-aside for workforce development projects in underrepresented communities.
- (Sec. 303) National Center for the Advancement of Aerospace – Creates an independent, federally chartered non-profit entity that serves to support and promote aviation workforce development, outreach, and training.
- (Sec. 304) CAREER Program – Establishes the Cooperative Aviation Recruitment, Enrichment, and Employment Readiness (CAREER) Program, the successor to the FAA's aviation workforce development



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programs, to support the education, recruitment, training, and retention of future aviation professionals and the development of a robust U.S. aviation workforce.

- (Sec. 307) Bessie Coleman Women in Aviation Advisory Committee – Authorizes a standing advisory committee to increase the participation of women in the U.S. aviation industry.
- (Sec. 314) Controller Workforce Plan – Requires the FAA to hire the maximum number of air traffic controllers and directs the Transportation Research Board (TRB) to identify the best staffing model to ensure controllers can safely and efficiently manage the increasing demands of U.S. airspace.
- (Sec. 316) Military Transition to Civil Aviation Maintenance – Requires an interagency working group to evaluate measures that will safely facilitate the transition of qualified military personnel to civil aviation.
- (Sec. 328) Pilot Aeromedical Improvements – Establishes a working group to review medical policies, procedures and standards for pilots and creates a task group to provide recommendations on supporting the mental health of this workforce.