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Administrative Assistant to the
International President

TRANSPORT WORKERS
UNION OF AMERICA
AFL-CIO

**International Headquarters
& Offices of the Railroad
Division & Transit, Utility,
Universities and Service
Division**
1700 Broadway, Floor 2
New York, NY 10019
212.259.4900

**Regional Headquarters Air
Transport Division**
1791 Hurstview Dr.
Hurst, TX 76054
817.282.2544

www.TWU.org



December 16, 2009

VIA FACSIMILE & EMAIL

TO: All AA Locals 501 - 590

RE: Passenger Safety Petition

Dear Brothers and Sisters:

As part of our concerted ongoing campaign regarding Foreign Aircraft Maintenance, National Security and Passenger Safety, please note that the TWU International is posting an online petition at twu.org in support of Senator McCaskill's amendment to the FAA reauthorization bill.

Please encourage our members to view the letter, follow the instructions and communicate accordingly with their respective representative.

Fraternally,

John M. Conley
International Vice President
Director Air Transport Division

JMC:kla opeiu-153 afl-cio

C: J. Little
B. Gless
T. Gillespie
D. Videtich
T. McCoy



Tell Congress To Protect Passenger Safety!

Since 2001, U.S. Airlines have been increasingly sending their aircraft to thinly regulated offshore maintenance facilities that lack the level of security and federal oversight present at maintenance bases on U.S. soil. Currently the FAA reauthorization bill is now before the Senate and a proposed amendment to it could greatly increase oversight of foreign maintenance facilities. Send this letter to your Senator and tell them you support the amendment for greater oversight over foreign maintenance.

Subject:
Foreign Aircraft Maintenance is a Matter of National Security and Passenger Safety

Dear [Decision Maker],

Since 2001, U.S. Airlines have been increasingly sending their aircraft to thinly regulated offshore maintenance facilities that lack the level of security and federal oversight present at maintenance bases on U.S. soil. The FAA has approved 698 offshore facilities for repair of U.S. aircraft. Nine major air carriers reviewed by the FAA's Inspector General sent 71 percent of their heavy airframe maintenance checks to outside repair stations in 2007, up from 34 percent in 2003. Foreign repair stations received 19 percent of these major maintenance jobs in 2007. The work includes complete teardowns of aircraft.

I urge you to support Senator Claire McCaskill's amendment to the FAA reauthorization bill now before the Senate that would require all foreign repair stations performing maintenance to be certified by the FAA. Currently, neither the FAA, TSA nor the Department of Homeland Security require any special security precautions at these offshore facilities working on U.S. aircraft. Mechanics and others working at overseas maintenance facilities do not have to go through the background checks, drug-testing or comply with other requirements mandated at American facilities. Mechanics working for outsourcers don't have to be licensed.

This situation represents a clear risk to both passenger safety and national security. The FAA must be able to enforce a high regulatory standard that governs all repair facilities working on U.S. aircraft worldwide, I hope that you support Senator McCaskill's amendment and impose greater oversight over foreign repair stations.

Sincerely,
[Your name]
[Your address]



TRANSPORT WORKERS UNION
OF AMERICA AFL-CIO
1700 BROADWAY - SECOND FLOOR
NEW YORK, NY, 10019
212-259-4900 OFFICE
212-265-4537 FAX

Visit the web address below to tell your friends about this.

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If you received this message from a friend, you can [sign up for Transport Workers Union of America.](#)



Take Action on this Issue
Send this message to:

- Senator Claire McCaskill
- Your Senators

Send This Message

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