



PROFESSIONAL AVIATION SAFETY SPECIALISTS

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PASS PRIORITIES

The Professional Aviation Safety Specialists, AFL-CIO (PASS) represents approximately 11,000 Federal Aviation Administration (FAA) and Department of Defense (DoD) employees in five separate bargaining units throughout the United States and in several foreign locations. While PASS focuses on a variety of issues important to the bargaining unit employees we represent, there are specific topics that are consistently at the forefront of our efforts. The following is a brief description of specific PASS priorities.

Contract Negotiations

Ensuring a fair contract negotiations process at the FAA is of utmost importance to PASS. Negotiations over collective bargaining agreements for four PASS bargaining units have been at impasse for over five years. In the fifth bargaining unit, Technical Operations, it remains unclear when the negotiations process will begin again after over 98 percent of represented employees rejected the FAA's proposed agreement. A fair contract negotiations process that equally values both labor and management is the only way to maintain an adequate FAA workforce with the skills and expertise needed to protect this country's aviation system.

Contracting Out

The FAA continues to contract out safety-sensitive functions, including maintenance of air traffic control systems, inspection of aging aircraft and flight approach procedures design and implementation. Since they do not possess the skills and expertise of FAA employees and therefore cannot comprehend the impact of an issue on the aviation system as a whole, private contractors place the entire aviation system at risk. In order to protect the safety of this country's aviation system, PASS firmly believes that maintenance and certification of air traffic control systems and oversight of the airline industry are inherently governmental functions that should never be contracted out.

Technician Staffing

It is critical that the FAA ensure that it has a sufficient number of professionally trained technical employees to ensure proper functioning of the system. The chronic understaffing of the technical workforce makes daily operations difficult at facilities nationwide and has resulted in more unplanned outages and increases in restoration times. Despite this situation, the FAA has fallen below 6,100 technicians, which was the figure previously agreed upon by the FAA as being the minimum number of technicians needed to maintain the system safely. PASS remains focused on emphasizing the importance of this workforce and ensuring that the FAA work toward ensuring an adequate level of technician staffing to provide a safe and reliable aviation system.

Aviation Safety Inspector Staffing

Inspector staffing levels are not adequate to meet growing industry demands and ensure the safety of the aviation system, especially in consideration of the number of FAA inspectors who will be eligible to retire in the coming years. Furthermore, the responsibilities of this workforce



continues to expand, including oversight of outsourced maintenance work in this country and abroad, the growing number of aging aircraft, the emergence of new aviation trends and the expansion of the FAA's designee programs—all of which require additional inspector oversight. PASS is committed to highlighting the critical need for additional aviation safety inspectors in order to provide adequate oversight of every aspect of the aviation system.

Oversight of Foreign Repair Station

With an increased amount of maintenance work being outsourced to foreign repair stations, PASS and the FAA inspector workforce we represent have serious concerns regarding the oversight of foreign repair stations. PASS remains focused on working to increase and improve the level of oversight at these facilities in order to protect all work performed on carriers that operate in the United States.

Use of Non-Certificated Repair Facilities

In recent years, the use of non-certificated repair facilities, which are not subject to direct FAA oversight, has dramatically increased. The FAA's ability to monitor this work is severely lacking; in fact, the agency does not even have an accurate listing of all non-certificated repair facilities employed by air carriers. Furthermore, many of these facilities are performing major maintenance work that must adhere to specific standards and regulations in order to ensure proper and safe function. PASS is determined to limit air carriers' use of these facilities in order to protect aviation safety.

Involvement in Modernization Efforts

As the FAA works to modernize the National Airspace System (NAS) through its Next Generation Air Transportation System (NextGen), it is critical that FAA employees be involved in the process. Without a doubt, involving stakeholders in the planning and development of new systems and technology greatly improves an agency's chance of success. PASS worked closely with the FAA in its modernization efforts in the past, but the FAA's practice of involving PASS has since declined. In order to promote safety and efficiency of the aviation system, PASS is focused on ensuring the employees we represent play an important role in any future efforts to modernize the NAS.

Condition of Air Traffic Control Facilities and Infrastructure

For many years, the FAA has neglected its infrastructure, specifically the buildings and facilities that house NAS equipment and systems, which not only places the employees working at the facilities at risk but also interferes with their ability to perform their jobs as effectively and efficiently as possible. Leaking roofs, deteriorating walls and ceilings, mold infestation, and obsolete air conditioning systems are among the varied problems FAA technicians encounter everyday. While the FAA has recently made efforts to correct some of these serious issues, PASS will continue to spotlight the problems until all FAA employees are provided with safe and healthy working conditions.



Total Terminal employees hired in last 3 fiscal years that have not left the FAA					2628
Certified					520
Still in training					2108
Percent still in training					80%

Total Enroute employees hired in last 3 fiscal years that have not left the FAA					1,852
Certified					198
Still in training					1,654
Percent still in training					89%

