



*Association of Professional Flight Attendants*

*Office of the National President*

July 24, 2019

The Honorable Peter A. DeFazio, Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Sam Graves, Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Rick Larsen, Chairman  
Subcommittee on Aviation  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Garret Graves, Ranking Member  
Subcommittee on Aviation  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairmen DeFazio and Larsen and Ranking Members Graves and Graves:

On behalf of the 28,000 Flight Attendants of American Airlines, I respectfully request a hearing on H.R. 2208 "Cabin Air Safety Act of 2019" introduced by Representative Garamendi.

Flight Attendants and passengers deserve to know once and for all that the air they breathe in the aircraft is clean and safe. This is unfortunately not the case today. The Association of Professional Flight Attendants (APFA) is deeply concerned about the safety of our members, and as safety professionals, we are equally concerned with the health of the flying public. Recent incidents have led to flight crews and passengers getting sick and even needing hospitalization. Last year alone, we had over 1,500 fumes events reported to APFA's Safety Department.

While the FAA recognizes that toxic fumes jeopardize flight safety, they have no standard process to collect reports from crew about fume events and no procedures to investigate such incidents. The bleed air system that is common in almost all commercial aircraft (except the Boeing 787) lends itself by design to feeding contaminated air into the cabin and ought to be at the center of any new investigation.

The investigative procedures proposed by H.R. 2208 are long overdue but having a specific course of action following a fume event has proved absolutely necessary. Fume events are preventable and commercial aviation stakeholders must invest in addressing the causes of this harmful byproduct. Air carriers and manufacturers must be held accountable for mitigating risk. Neither cabin crew nor passengers should ever have to question whether the air they breathe in an aircraft is safe.

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Congressional oversight is more critical than ever and APFA thanks the Committee in advance for its attention to this matter. Our members have been exposed to fumes and unfortunately are seeing the results of serious exposure. We look forward to working with you on this important issue. Please do not hesitate to call on APFA if we can assist in any way with advancing H.R. 2208 "Cabin Air Safety Act of 2019."

Respectfully,

A handwritten signature in cursive script that reads "Lori L. Bassani". The signature is written in a dark ink and is positioned above the printed name and title.

Lori L. Bassani  
APFA National President