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MEDIA ADVISORY**



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INVESTIGATIVE SERIES REVEALS COSTS OF AMERICA'S OUTSOURCING EPIDEMIC

**Premiere Episode—*The Outsourcing Report: Exporting America's Future –Flyer Beware*
Airs on Link TV on June 30th at 9:30 pm ET /6:30 pm PT and streams at
www.linktv.org/outsourcing**

Why You Should Care Where Your Plane is Serviced and Repaired

San Francisco, CA—January 24, 2006—Link TV today announced the premiere of **The Outsourcing Report: Exporting America's Future**, a series of hard-hitting investigative segments that examine the *who, what* and *why* of the current wave of job outsourcing from the U.S. to foreign shores. A Link TV and Working Group original production, **The Outsourcing Report** reveals new trends, examines the human costs, and updates Americans on the latest wave of job losses. More critically, this series looks at the underlying policies that encourage outsourcing, the politics behind the job giveaways, and profiles the activists, business and political efforts to keep high skilled employment in the U.S. The first segment, **Flyer Beware**, which airs on Link TV on January 30 at 9:30 pm ET/6:30 pm PT, examines the safety and security consequences of the airline industry's increasing reliance upon outsourcing carrier maintenance.

Just ten years ago most major airlines maintained their own aircraft with highly trained airline employees who were required to complete a two year FAA certification process that involves nearly 3,000 hours of intensive training. Now, the airline industry (including nine of the nation's major airlines) outsources more than 50% of its maintenance to workers who receive far less training. **Flyer Beware** reveals that pressure from bankruptcies, rising fuel costs and consumer expectations for cheap airfares have led many airlines to seek low cost maintenance options, including outsourcing maintenance to Central America and China. To keep costs down and stay competitive, these airlines have outsourced maintenance, and repairs, to countries where mechanics have lower pay, lower training standards and minimal Federal Aviation Authority (FAA) supervision.

One striking example of the consequences of airline maintenance cost cutting involved a 2003 U.S. Air/Air Midwest commuter plane that crashed right after take-off—killing all 21 people on board. The cause? Airline maintenance outsourcing, according to a National Transportation and Safety (NTSB) Report. And, more recently a Jet Blue airliner with jammed front wheels made a dramatic landing at Los Angeles International airport in September. While the cause of the incident is still under investigation, what the passengers and public didn't know was that Jet Blue has outsourced its heavy maintenance to El Salvador and Canada.

As former NTSB member John Goglia explains: "If a mechanic makes a mistake, we hope to catch it before it leaves the hangar. In the recent past we've seen some of those that haven't been caught. The Air Midwest accident in Charlotte is a good example. The latent failure in maintenance is something can take a long time to be discovered, and it could be too late before you discover it." Goglia was on the NTSB team that investigated the 2003 Air Midwest crash.

Even more troubling, **Flyer Beware** shows that the agency charged with oversight of the airline industry, the FAA, may be falling down on the job. A series of reports by the Inspector General of the Department of Transportation between June 2003 and December 2005 found that the FAA is inadequately overseeing outsourced airline maintenance. The DOT's most recent report tracked a disturbing new trend, air carriers are stepping up outsourcing to a different class of repair stations with reduced training requirements and minimal FAA oversight. As it stand, the FAA is responsible for monitoring 5,000 certified maintenance facilities in the U.S. and offshore. At the same time, the agency is losing some 300 of its several thousand inspectors this year to budget cuts and retirement. And this decrease in FAA inspectors may have dangerous implications for security in this post 9-11 world.

“Whether you’ve lost your job are not, outsourcing has become a familiar term. But as we look deeper into this story, the implications of rapid and increased outsourcing are staggering,” said Working Group Executive Producer Patrice O’Neil. Adds Link TV President Kim Spencer, “This exciting new collaboration gives Link an opportunity to present major investigative journalism that is seen nowhere else on American TV.”

Tune in to **Flyer Beware** to find out why you should care about where your plane is being repaired and what you can do about it. To view a stream of this segment, go to www.linktv.org/outsourcing.

A new segment of **The Outsourcing Report: Exporting America’s Future** will roll out monthly over the next nine months on Link TV, the first nationwide television channel providing Americans with global perspectives on news, events and culture. Link TV is available to over 26 million homes on DIRECTV channel 375 and Dish Network channel 9410.

About Link TV

Link TV is a non-commercial, independent television network available in more than 26 million U.S. homes on DIRECTV channel 375 and DISH Network channel 9410. The 24-hour programming is a mix of documentaries, international news, foreign films and the best of World Music. The network recently received the first satellite-only Peabody Award for **MOSAIC: World News from the Middle East**, a daily news show featuring English translations of national television reports from more than 24 countries in the Middle East. Select Link TV programs are streamed on the Internet at www.linktv.org. Link TV is operated by Link Media, Inc., a California non-profit organization, with production studios in San Francisco, New York and Washington, DC.

About the Working Group

The Oakland based non-profit production company combines television and web resources with outreach efforts in the areas of workplace issues, race, diversity and encouraging democracy and citizen participation. TWG has been turning its cameras toward hard working Americans for over fifteen years through the **We Do the Work** television series and **Livelihood**, a ten part PBS series on workplace change. www.theworkinggroup.org)

TWG’s **Not In Our Town** PBS documentaries helped launch a national movement against hate violence. Now in its tenth anniversary year, **Not In Our Town** films and web resources are used by hundreds of communities and schools around the country to respond to hate violence and encourage citizen participation. (www.pbs.org/niot) In addition to **Not In Our Town** and **Livelihood**, recent documentaries include: The POV special, **The Fire Next Time** and **Test of Courage: The Making of a Firefighter**.