

**AMENDMENT IN THE NATURE OF A SUBSTITUTE  
TO H.R. 5119  
OFFERED BY MR. GRAVES OF LOUISIANA**

Strike all after the enacting clause and insert the following:

**1 SECTION 1. SHORT TITLE.**

2       This Act may be cited as the “Global Aircraft Main-  
3 tenance Safety Improvement Act”.

**4 SEC. 2. SENSE OF CONGRESS.**

5       It is the sense of Congress that—

6           (1) the safety of the global aviation system re-  
7 quires the highest standards for aircraft mainte-  
8 nance, repair, and overhaul work;

9           (2) the safety of aircraft operated by United  
10 States air carriers should not be dependent on the  
11 location where repair and maintenance work is per-  
12 formed; and

13           (3) the Federal Aviation Administration must  
14 fully enforce, in a manner consistent with United  
15 States obligations under international agreements,  
16 its standards for maintenance, repair, and overhaul  
17 work at every facility, whether in the United States

1 or abroad, where such work is performed on aircraft  
2 operated by United States air carriers.

3 **SEC. 3. FAA OVERSIGHT OF REPAIR STATIONS LOCATED**  
4 **OUTSIDE THE UNITED STATES.**

5 (a) IN GENERAL.—Section 44733 of title 49, United  
6 States Code, is amended—

7 (1) in the heading by striking “**Inspection**”  
8 and inserting “**Oversight**”;

9 (2) in subsection (e)—

10 (A) by inserting “, without prior notice to  
11 said repair stations,” after “annually”; and

12 (B) by striking the last sentence and in-  
13 serting “The Administrator may carry out an-  
14 nounced or unannounced inspections in addition  
15 to the annual unannounced inspection required  
16 under this subsection based on identified risks  
17 and in a manner consistent with United States  
18 obligations under international agreements.”;

19 (3) by redesignating subsection (g) as sub-  
20 section (i); and

21 (4) by inserting, after subsection (f) the fol-  
22 lowing:

23 “(g) DATA ANALYSIS.—

24 “(1) IN GENERAL.—An air carrier conducting  
25 operations under part 121 of title 14, Code of Fed-

1       eral Regulations, shall provide to the appropriate of-  
2       fice of the Administration, not later than every 180  
3       days, a report containing the information described  
4       in paragraph (2) with respect to maintenance or al-  
5       terations performed on an aircraft or aircraft engine  
6       in the preceding 180 days.

7               “(2) INFORMATION REQUIRED.—A report under  
8       paragraph (1) shall contain the following informa-  
9       tion:

10               “(A) The location where any complete air-  
11       craft or aircraft engine scheduled maintenance  
12       or alterations was performed outside the United  
13       States.

14               “(B) A description of the work performed  
15       at each such location.

16               “(C) The date of completion of the work  
17       performed at each such location.

18               “(D) The total work hours associated with  
19       completing the work performed at each such lo-  
20       cation.

21               “(E) A list of all failures, malfunctions, or  
22       defects affecting the safe operation of an air-  
23       craft identified by the air carrier as requiring  
24       corrective action after return to service, orga-

1 nized by reference to aircraft registration num-  
2 ber.

3 “(3) UPDATES.—Not later than 180 days after  
4 the date on which an aircraft returns to service, an  
5 air carrier shall update the information described in  
6 paragraph (2)(E) with respect to any failure, mal-  
7 function, or defect discovered by the air carrier fol-  
8 lowing return to service during such period.

9 “(4) ANALYSIS.—The Administrator of the  
10 Federal Aviation Administration shall—

11 “(A) analyze reports submitted under  
12 paragraph (1) of this subsection and sections  
13 121.703, 121.705, 121.707, and 145.221 of  
14 title 14, Code of Federal Regulations, or any  
15 successor provisions, to detect safety issues as-  
16 sociated with complete aircraft or aircraft en-  
17 gine scheduled maintenance and alterations per-  
18 formed outside the United States; and

19 “(B) require appropriate actions in re-  
20 sponse.

21 “(h) APPLICATIONS AND REQUESTS FOR RE-  
22 NEWAL.—

23 “(1) IN GENERAL.—The Administrator may not  
24 approve any new application under part 145 of title  
25 14, Code of Federal Regulations, from a person lo-

1 cated or headquartered in a country that the Admin-  
2 istration, through the International Aviation Safety  
3 Assessment program, has classified as Category 2  
4 for as long as that country remains classified as  
5 Category 2.

6 “(2) MAINTENANCE IMPLEMENTATION PROCE-  
7 DURES AGREEMENT.—The Administrator may elect  
8 not to enter into a new maintenance implementation  
9 procedures agreement with a country classified as  
10 Category 2, for as long as that country remains clas-  
11 sified as Category 2, if the Administrator determines  
12 that doing so is necessary to comply with the re-  
13 quirements of this section.

14 “(3) CONTINUED HEAVY MAINTENANCE  
15 WORK.—An air carrier conducting operations under  
16 part 121 of title 14, Code of Federal Regulations,  
17 may not enter into a new contract for heavy mainte-  
18 nance work with a person located or headquartered  
19 in a country that the Administration, through the  
20 International Aviation Safety Assessment program,  
21 has classified as Category 2, for as long as that  
22 country remains classified as Category 2.”.

23 (b) CONFORMING AMENDMENTS.—The analysis for  
24 chapter 447 of title 49, United States Code, is amended

1 by striking the item relating to section 44733 and insert-  
2 ing the following:

“44733. Oversight of repair stations located outside the United States.”.

3 **SEC. 4. INTERNATIONAL STANDARDS FOR SAFETY OVER-**  
4 **SIGHT OF FOREIGN REPAIR STATIONS.**

5 (a) FOREIGN REPAIR STATION JOINT AUTHORITIES  
6 TECHNICAL REVIEW.—Not later than 60 days after the  
7 date of enactment of this Act, the Administrator shall  
8 commission a foreign repair station Joint Authorities  
9 Technical Review (hereinafter referred to as “repair sta-  
10 tion JATR”) to conduct a review of the certification and  
11 oversight of foreign repair stations and to identify any fu-  
12 ture enhancements that might be appropriate to strength-  
13 en oversight of such repair stations.

14 (b) COMPOSITION OF THE REPAIR STATION JATR.—  
15 The repair station JATR shall consist of—

16 (1) technical representatives from the FAA; and

17 (2) such other civil aviation authorities as the  
18 Administrator shall invite that are willing to partici-  
19 pate, including—

20 (A) civil aviation authorities responsible for  
21 certifying foreign repair stations; and

22 (B) civil aviation authorities of countries in  
23 which foreign repair stations are located.

1 (c) CONSULTATION.—In conducting the review under  
2 this section, the repair station JATR shall, as appropriate,  
3 consult with relevant experts and stakeholders.

4 (d) RECOMMENDATIONS.—The repair station JATR  
5 shall make recommendations with respect to any future  
6 enhancements that might be appropriate to strengthen  
7 oversight of foreign repair stations.

8 (e) REPORTS.—

9 (1) REPAIR STATION JATR REPORT.—Not later  
10 than 1 year after the date of the first meeting of the  
11 repair station JATR, the repair station JATR shall  
12 submit to the Administrator a report containing the  
13 findings of the review and each recommendation  
14 made under subsection (d).

15 (2) FAA REPORTS.—

16 (A) TRANSMISSION OF REPAIR STATION  
17 JATR REPORT.—Upon receipt of the report  
18 under paragraph (1), the Administrator shall  
19 submit to the Committee on Transportation and  
20 Infrastructure of the House of Representatives,  
21 and the Committee on Commerce, Science, and  
22 Transportation of the Senate such report as  
23 soon as is practicable.

24 (B) FAA REPORT TO CONGRESS.—Not  
25 later than 45 days after receipt of the report

1           under paragraph (1), the Administrator shall  
2           submit to the Committee on Transportation and  
3           Infrastructure of the House of Representatives,  
4           and the Committee on Commerce, Science, and  
5           Transportation of the Senate a report con-  
6           taining—

7                   (i) a statement of whether the Admin-  
8                   istrator concurs or does not concur with  
9                   each recommendation contained in the re-  
10                  port required under paragraph (1);

11                  (ii) for any case in which the Adminis-  
12                  trator does not concur with a recommenda-  
13                  tion contained in such report, a detailed  
14                  explanation as to why the Administrator  
15                  does not concur;

16                  (iii) a plan to implement each rec-  
17                  ommendation related to FAA oversight of  
18                  foreign repair stations contained in such  
19                  report with which the Administrator con-  
20                  curs; and

21                  (iv) a plan to work with the inter-  
22                  national community to implement the rec-  
23                  ommendations applicable to both the FAA  
24                  as well as other civil aviation authorities.



1 (f) SUNSET.—The repair station JATR shall termi-  
2 nate on the date of submission of the report under sub-  
3 section (e)(1), or on the date that is 2 years after the re-  
4 pair station JATR is commissioned under subsection (a),  
5 whichever occurs first.

6 (g) DEFINITION OF FOREIGN REPAIR STATION.—In  
7 this section, the term “foreign repair station” means a re-  
8 pair station located outside of the boundaries of the coun-  
9 try whose civil aviation authority certificated the repair  
10 station, including FAA-certificated repair stations located  
11 outside of the boundaries of the United States and its ter-  
12 ritories.

13 **SEC. 5. ALCOHOL AND DRUG TESTING AND BACKGROUND**  
14 **CHECKS.**

15 (a) IN GENERAL.—Beginning on the date that is 24  
16 months after the date of enactment of this Act, the Sec-  
17 retary of Transportation and the Administrator may not  
18 approve or authorize international travel for any employee  
19 of the Federal Aviation Administration until final rules  
20 carrying out the requirements of subsections (b) and (c)  
21 of section 2112 of the FAA Extension, Safety, and Secu-  
22 rity Act of 2016 (Public Law 114–190) have been pub-  
23 lished in the Federal Register.

24 (b) EXCEPTIONS.—The prohibition in subsection (a)  
25 shall not apply to international travel that is determined

1 by the Secretary on an individual by individual basis to  
2 be—

3 (1) exclusively for the purpose of conducting a  
4 safety inspection;

5 (2) directly related to aviation safety standards,  
6 certification, and oversight; or

7 (3) vital to the national interests of the United  
8 States.

9 (c) NON-DELEGATION AND REPORTING.—For any  
10 determination to make an exception based on the criteria  
11 in subsection (b)(3), the Secretary—

12 (1) may not delegate the authority to make  
13 such a determination to any other individual; and

14 (2) shall report to the Committee on Transpor-  
15 tation and Infrastructure of the House of Represent-  
16 atives and the Committee on Commerce, Science,  
17 and Transportation of the Senate not later than 3  
18 days after making each determination under sub-  
19 section (b)—

20 (A) the name of the individual approved or  
21 authorized to travel internationally;

22 (B) the location to which the individual is  
23 traveling;

1 (C) a detailed explanation of why the Sec-  
2 retary has determined the travel is vital to the  
3 national interests of the United States; and

4 (D) a detailed description of the status of  
5 the rulemakings described in subsection (a).

6 **SEC. 6. DEFINITIONS.**

7 In this Act:

8 (1) FAA.—The term “FAA” means the Fed-  
9 eral Aviation Administration.

10 (2) ADMINISTRATOR.—The term “Adminis-  
11 trator” means the Administrator of the FAA.

12 **SEC. 7. TECHNICAL AND CLERICAL AMENDMENTS.**

13 (a) SECTION 44737.—Chapter 447 of title 49, United  
14 States Code, is amending by redesignating the second sec-  
15 tion 44737 (as added by section 581 of the FAA Reau-  
16 thorization Act of 2018) as section 44740.

17 (b) ANALYSIS.—The analysis for chapter 447 of title  
18 49, United States Code, is amended—

19 (1) by striking the item relating to the second  
20 section 44737 (as added by section 581 of the FAA  
21 Reauthorization Act of 2018); and

22 (2) by inserting after the item relating to sec-  
23 tion 44739 the following:

“44740. Special rule for certain aircraft operations”.

1           (c) SPECIAL RULE FOR CERTAIN AIRCRAFT OPER-  
2 ATIONS.—Section 44740 of title 49, United States Code,  
3 (as redesignated by subsection (a)) is amended—

4           (1) in the heading, by striking the period at the  
5 end;

6           (2) in subsection (a)(1) by striking “chapter”  
7 and inserting “section”;

8           (3) in subsection (b)(1) by striking “(1)” the  
9 second place it appears; and

10           (4) in subsection (c)(2) by adding a period at  
11 the end.

