

Safe Aircraft Maintenance Standards Act (H.R. 5911)

Section-by-Section Analysis

Surprise inspections (Sec. 3)

- Requires annual inspections of foreign FAA-certificated repair stations (FRS) “without prior notice” and allows additional surprise inspections based on risk

Air Carrier Data Gathering and Submission (Sec. 3):

- Requires monthly air carrier reporting to FAA re: where maintenance, preventive maintenance or alteration is performed outside United States, what work was performed, date of completion at each location, total man-hours involved, list of all problems affecting safe operation identified by air carrier after return to service, certificate number of each person approving for return to service
- Failure information must be updated within 180 days if additional problems identified
- FAA must analyze data to identify safety issues with work performed outside United States

Air Carrier Data Gathering and Submission (Sec. 3):

- Requires annual report to FAA by air carriers re: one-year history of heavy maintenance on every aircraft in fleet, percentage of employees of air carrier vs. non-employees performing maintenance, percentage and total number of FAA certificated mechanics performing work based inside and outside the United States, percentage and total number of mechanics (regardless of certification) based inside and outside the United States, percentage and total number of mechanics who are and are not FAA certificated, other information as determined by the FAA, all locations where aircraft has undergone heavy maintenance in past three years (listed by man-hours), all locations where heavy maintenance work might be carried out based on existing contracts

Ban on Maintenance in CAT 2 Countries (Sec. 3):

- Prohibits FAA from approving a new FRS certificate or renewal in country (or operated by company headquartered in a country) classified as [Category 2](#) by FAA through [International Aviation Safety Assessment Program](#)
- Prohibits 121 operators from contracting for heavy maintenance in CAT 2 countries

Direct Certification of FRS Employees (Sec. 3):

- Requires the following personnel at FRS who perform work on aircraft, “including powerplants and parts of such aircraft” operated under part 121 to be certificated by FAA under part 65 as mechanics or repairmen: Supervisory personnel, personnel authorized to approve an article for return to service and personnel performing required inspections under part 145
- Requires individuals who are responsible for authorizing the return of an article to service or directly in charge of work on aircraft operated under part 121 to personally perform the work or be physically present near the aircraft and available for consultation while the work is performed

FRS Certification Moratorium (Sec. 4):

- Prohibits FAA from issuing new FRS certificates unless, within one year of enactment, FAA completes all tasks directed in H.R. 5119, issues a final FRS D&A testing rule, and issues a final rule requiring FRS performing work for 121 operators to conduct employee security threat assessment