

Safe Aircraft Maintenance Standards Act (H.R. 5119) Negative Impacts on Aviation Stakeholders

U.S. repair stations and employees:

- Potential retaliation from foreign authorities (e.g., reciprocal certification ban, direct foreign certification of employees)
- Business operation disruptions for U.S. MRO companies with overseas operations (e.g., no FRS in CAT 2 countries, no new FRS)
- Diversion of resources to data gathering/generation to support customer reporting

U.S. air carriers and general aviation operators:

- Diversion of resources to data gathering and reporting for air carriers
- Shortage of maintenance services from inadequate capacity in United States and restricted growth of capacity overseas
- Inability to obtain maintenance in CAT 2 countries, which will require suspension of operations or sending mechanics on every flight
- Perennial uncertainty surrounding ability to obtain maintenance services outside the United States, since other countries may be downgraded to CAT 2 status

U.S. aviation manufacturers:

- Inability to open foreign FAA-certificated repair stations (FRS) to support customers in emerging markets
- Inability to operate existing FRS and open new FAA-certificated facilities in CAT 2 countries

Foreign repair stations:

- Costs of direct FAA certification of employees
- Immediate loss of U.S. heavy maintenance customers and eventual permanent loss of U.S. certificate (esp. CAT 2 countries)
- Uncertainty surrounding ability to maintain certificate and serve U.S. customers if country is at risk of becoming CAT 2
- Diversion of resources to data gathering/generation to support customer reporting
- Inability to open new FAA-certificated facilities