



## **Support the House FAA bill Bi-Partisan Repair Station Provision**

The aviation industry strongly supports Section 316 of H.R. 658 which not only improves oversight of civil aviation aircraft maintenance at foreign repair stations but protects the jobs of the more than 120,000 Americans who perform work on foreign aircraft in the U.S.

Aviation is a global industry and we need practical solutions like those in H.R. 658 to ensure that aircraft flying around the world can be repaired and maintained in a timely and safe manner. Attempts to amend Section 316 could result in significant negative consequences for jobs, trade, and safety.

Section 316 increases safety oversight of maintenance by requiring the Federal Aviation Administration (FAA) to adopt a risk-based approach to repair station inspections and to implement important Inspector General recommendations to improve the flow of safety information.

It also permits an important bilateral agreement between the U.S. and the EU to be completed. This bilateral will reduce FAA costs by leveraging safety expertise in Europe and ensure that EU registered aircraft can continue to be repaired in the U.S. which will maintain thousands of well-paying jobs.

The bill also contains language requiring the Department of Transportation to implement a drug and alcohol testing program for foreign repair stations in a manner consistent with the laws of other countries and acceptable under U.S. standards.

All the safety, trade, and fiscal advantages of these provisions could be endangered by amendments mandating a certain number of safety inspections or requiring all alcohol and drug testing overseas to be conducted like this.

## **Oppose Amendments to Eliminate Risk-based Inspections**

The risk based inspection system established by the bill is the best method to use to protect safety at foreign repair stations because it gives the FAA the ability to

prioritize its inspections and focus on repair stations that may need additional attention.

Mandating two annual inspections of FAA certificated foreign repair stations would undermine the risk based approach and also violate the U.S.–EU bilateral safety agreement which allows U.S. repair station operators to work on EU products and supports more than 120,000 American jobs.

If Congress nullifies this agreement, more than 1,200 U.S. repair station operators – 62 percent of which are small businesses – could lose their EU certification unless they receive an inspection from EU auditors.

Moreover, an arbitrary number of inspections at foreign repair stations wastes FAA resources as these inspections can be handled by European inspectors who then provide FAA with the results. Given the current budget environment, mandating that FAA inspectors conduct two inspections in Europe would be wasteful spending especially when there are other much more pressing safety matters.

### **Drug & Alcohol Testing**

There may also be an attempt to require foreign repair stations to test their workers according to U.S. law and to use U.S. testing facilities. This violates the laws and sovereignty of foreign countries and would be impossible to implement.

It would also invite foreign countries to try to impose drug and alcohol testing requirements on U.S. repair stations that work on foreign aircraft, jeopardizing jobs since the U.S. would never allow another country to impose such requirements.

The provisions in HR 658 are the only practical way to implement U.S. drug and alcohol standards at FAA-certified foreign repair stations. Any attempt to mandate a U.S. solution around the world is doomed to failure.

HR 658 ensures the proper safety oversight of foreign repair stations while allowing the trade in aviation products to continue unimpeded. This benefits U.S. employers and supports U.S. jobs. We urge your strong support for Section 316 of H.R. 658 and your opposition to amendments to this section.