

S 1256

Global Aircraft Maintenance Safety Improvement Act

Congress: 118 (2023–2025, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Apr 25, 2023

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Apr 25, 2023)

Official Text: <https://www.congress.gov/bill/118th-congress/senate-bill/1256>

Sponsor

Name: Sen. Capito, Shelley Moore [R-WV]

Party: Republican • **State:** WV • **Chamber:** Senate

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Baldwin, Tammy [D-WI]	D · WI		Apr 25, 2023
Sen. Welch, Peter [D-VT]	D · VT		Apr 26, 2023
Sen. Vance, J. D. [R-OH]	R · OH		May 31, 2023

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Apr 25, 2023

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
118 HR 3935	Related bill	May 16, 2024: Became Public Law No: 118-63.
118 S 1939	Related bill	Feb 29, 2024: Placed on Senate Legislative Calendar under General Orders. Calendar No. 335.
118 HR 1716	Related bill	Mar 23, 2023: Referred to the Subcommittee on Aviation.

Global Aircraft Maintenance Safety Improvement Act

This bill addresses safety standards related to foreign aircraft repair stations.

Specifically, the bill requires that all foreign aircraft repair stations be subject to at least one unannounced safety inspection each year.

Further, mechanics and others working on U.S. registered aircraft at foreign repair stations are required to meet certain minimum certification or licensing standards.

Air carriers must submit annual reports to the Federal Aviation Administration (FAA) with respect to heavy maintenance work on aircraft (including on-wing aircraft engines) performed outside the United States.

The bill also prohibits FAA officials from traveling internationally if a previously mandated final rule on drug and alcohol testing of employees at repair stations has not been published, with specified exceptions. In addition, the bill requires the FAA to initiate rulemaking to require certain employees of foreign repair stations to undergo security threat assessments.

Actions Timeline

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