

Dakota which has other environmental cleanup and management responsibilities on this site.

So what this bill would do is take the portions of this site that are owned by the Forest Service, and it would allow the State of South Dakota to purchase this land. That is going to get the Forest Service out of the middle of this. They don't need to play a role here.

The work of the State will be easier if they have one less Federal partner to work with and to navigate.

Now, sometimes my colleagues get concerned if we are going to take a Federal asset and give it to a State.

Will this be a loss of important Federal access opportunities for the public?

Well, that is why I brought this picture up here, Mr. Speaker. People are not going hiking here. This is not wildlife habitat. You will not have bison from the Black Hills of South Dakota nestle in this leach pond here.

We have real environmental work to do here, and it is important that we do it in the most effective way. This bill would advance that cause.

I just want to make it clear, so many people who are involved are supportive of this. Senators THUNE and ROUNDS have been supportive. Governor Noem has been supportive. Lawrence County, the city of Lead, and the city of Deadwood are all supportive.

I ask all of my colleagues to join their voices of support so we can do what needs to be done on this Superfund site. We didn't treat this land properly, and the mining company did not treat this land properly. We have a continuing opportunity to do right. My bill would do that. Vote "yes."

Mr. FULCHER. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

Ms. TLAIB. Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Michigan (Ms. TLAIB) that the House suspend the rules and pass the bill, H.R. 1638, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HICE of Georgia. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

GLOBAL AIRCRAFT MAINTENANCE SAFETY IMPROVEMENT ACT

Mr. KAHELE. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 7321) to amend title 49, United States Code, to require certain air carriers to provide reports with respect to maintenance, preventive

maintenance, or alterations, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7321

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Global Aircraft Maintenance Safety Improvement Act".

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) the safety of the global aviation system requires the highest standards for aircraft maintenance, repair, and overhaul work;

(2) the safety of aircraft operated by United States air carriers should not be dependent on the location where maintenance, repair, and overhaul work is performed; and

(3) the Federal Aviation Administration must fully enforce, in a manner consistent with United States obligations under international agreements, Federal Aviation Administration standards for maintenance, repair, and overhaul work at every facility, whether in the United States or abroad, where such work is performed on aircraft operated by United States air carriers.

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

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

(1) in the heading by striking "Inspection" and inserting "Oversight";

(2) in subsection (e)—

(A) by inserting ", without prior notice to such repair stations," after "annually";

(B) by inserting "and the applicable laws of the country in which a repair station is located" after "international agreements"; and

(C) by striking the last sentence and inserting "The Administrator may carry out announced or unannounced inspections in addition to the annual unannounced inspection required under this subsection based on identified risks and in a manner consistent with United States obligations under international agreements and with the applicable laws of the country in which a repair station is located.";

(3) by redesignating subsection (g) as subsection (j); and

(4) by inserting after subsection (f) the following:

"(g) DATA ANALYSIS.—

"(1) IN GENERAL.—An air carrier conducting operations under part 121 of title 14, Code of Federal Regulations, shall, if applicable, provide to the appropriate office of the Administration, not less than once every year, a report containing the information described in paragraph (2) with respect to heavy maintenance work on aircraft (including on-wing aircraft engines) performed in the preceding year.

"(2) INFORMATION REQUIRED.—A report under paragraph (1) shall contain the following information:

"(A) The location where any heavy maintenance work on aircraft (including on-wing aircraft engines) was performed outside the United States.

"(B) A description of the work performed at each such location.

"(C) The date of completion of the work performed at each such location.

"(D) A list of all failures, malfunctions, or defects affecting the safe operation of such aircraft identified by the air carrier within 30 days after the date on which an aircraft is returned to service, organized by reference to aircraft registration number, that—

"(i) requires corrective action after the aircraft is approved for return to service; and

"(ii) results from the work performed on such aircraft.

"(E) The certificate number of the person approving such aircraft or on-wing aircraft engine, for return to service following completion of the work performed at each such location.

"(3) ANALYSIS.—The Administrator of the Federal Aviation Administration shall—

"(A) analyze information made available under paragraph (1) of this subsection and sections 121.703, 121.705, 121.707, and 145.221 of title 14, Code of Federal Regulations, or any successor provisions, to detect safety issues associated with heavy maintenance work on aircraft (including on-wing aircraft engines) performed outside the United States; and

"(B) require appropriate actions in response.

"(4) CONFIDENTIALITY.—Information made available under paragraph (1) shall be subject to the same protections given to voluntarily-provided safety or security related information under section 40123.

"(h) APPLICATIONS AND PROHIBITION.—

"(1) IN GENERAL.—The Administrator may not approve any new application under part 145 of title 14, Code of Federal Regulations, from a person located or headquartered in a country that the Administrator, through the International Aviation Safety Assessment program, has classified as Category 2.

"(2) EXCEPTION.—Paragraph (1) shall not apply to an application for the renewal of a certificate issued under part 145 of title 14, Code of Federal Regulations.

"(3) MAINTENANCE IMPLEMENTATION PROCEDURES AGREEMENT.—The Administrator may elect not to enter into a new maintenance implementation procedures agreement with a country classified as Category 2, for as long as that country remains classified as Category 2.

"(4) PROHIBITION ON CONTINUED HEAVY MAINTENANCE WORK.—No air carrier conducting operations under part 121 of title 14, Code of Federal Regulations, may enter into a new contract for heavy maintenance work with a person located or headquartered in a country that the Administrator, through the International Aviation Safety Assessment program, has classified as Category 2, for as long as such country remains classified as Category 2.

"(i) MINIMUM QUALIFICATIONS FOR MECHANICS AND OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—

"(1) IN GENERAL.—Not later than 1 year after the date of enactment of this subsection, the Administrator shall require that, at each covered repair station—

"(A) all supervisory personnel are appropriately certificated as a mechanic or repairman under part 65 of title 14, Code of Federal Regulations, or under an equivalent certification or licensing regime, as determined by the Administrator; and

"(B) all personnel authorized to approve an article for return to service are appropriately certificated as a mechanic or repairman under part 65 of such title, or under an equivalent certification or licensing regime, as determined by the Administrator.

"(2) AVAILABLE FOR CONSULTATION.—Not later than 1 year after the date of enactment of this subsection, the Administrator shall require any individual who is responsible for approving an article for return to service or who is directly in charge of aircraft (including on-wing aircraft engine) maintenance performed on aircraft operated under part 121 of title 14, Code of Federal Regulations, be available for consultation while work is being performed at a covered repair station."

(b) DEFINITION OF COVERED REPAIR STATION.—

(1) IN GENERAL.—Section 44733(j) of title 49, United States Code (as redesignated by this section), is amended—

(A) by redesignating paragraphs (1) through (3) as paragraphs (2) through (4), respectively; and

(B) by inserting before paragraph (2), as so redesignated, the following:

“(1) COVERED REPAIR STATION.—The term ‘covered repair station’ means a facility that—

“(A) is located outside the United States;

“(B) is certificated under part 145 of title 14, Code of Federal Regulations; and

“(C) performs heavy maintenance work on aircraft (including on-wing aircraft engines) operated under part 121 of title 14, Code of Federal Regulations.”.

(2) TECHNICAL AMENDMENT.—Section 44733(a)(3) of title 49, United States Code, is amended by striking “covered part 145 repair stations” and inserting “part 145 repair stations”.

(c) CONFORMING AMENDMENTS.—The analysis for chapter 447 of title 49, United States Code, is amended by striking the item relating to section 44733 and inserting the following:

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

SEC. 4. INTERNATIONAL STANDARDS FOR SAFETY OVERSIGHT OF FOREIGN REPAIR STATIONS.

(a) FOREIGN REPAIR STATION WORKING GROUP.—Not later than 60 days after the date of enactment of this Act, the Administrator shall convene a foreign repair station working group with other civil aviation authorities (hereinafter referred to as “repair station working group”) to conduct a review of the certification and oversight of foreign repair stations and to identify any future enhancements that might be appropriate to strengthen oversight of such repair stations.

(b) COMPOSITION OF THE REPAIR STATION WORKING GROUP.—The repair station working group shall consist of—

(1) technical representatives from the FAA; and

(2) such other civil aviation authorities or international intergovernmental aviation safety organizations as the Administrator shall invite that are willing to participate, including—

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

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

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

(d) RECOMMENDATIONS.—The repair station working group shall make recommendations with respect to any future enhancements that might be appropriate to—

(1) strengthen oversight of foreign repair stations; and

(2) better leverage the resources of other civil aviation authorities to conduct such oversight.

(e) REPORTS.—

(1) REPAIR STATION WORKING GROUP REPORT.—Not later than 1 year after the date of the first meeting of the repair station working group, the repair station working group shall submit to the Administrator a report containing the findings of the review and each recommendation made under subsection (d).

(2) FAA REPORTS.—

(A) TRANSMISSION OF REPAIR STATION WORKING GROUP REPORT.—The Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Rep-

resentatives, and the Committee on Commerce, Science, and Transportation of the Senate the report required under paragraph (1) as soon as is practicable after the receipt of such report.

(B) FAA REPORT TO CONGRESS.—Not later than 45 days after receipt of the Report under paragraph (1), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report containing—

(i) a statement of whether the Administrator concurs or does not concur with each recommendation contained in the report required under paragraph (1);

(ii) for any recommendation with which the Administrator does not concur, a detailed explanation as to why the Administrator does not concur;

(iii) a plan to implement each recommendation related to FAA oversight of foreign repair stations contained in such report with which the Administrator concurs; and

(iv) a plan to work with the international community to implement the recommendations applicable to both the FAA as well as other civil aviation authorities.

(f) TERMINATION.—The repair station working group shall terminate on the earlier of the date of submission of the report under subsection (e)(1) or on the date that is 2 years after the repair station working group is commissioned under subsection (a).

(g) DEFINITION OF FOREIGN REPAIR STATION.—In this section, the term “foreign repair station” means a repair station that performs heavy maintenance work on an aircraft (including on-wing engines) and that is located outside of the territory of the country of the civil aviation authority which certificated the repair station, including repair stations certified under part 145 of title 14, Code of Federal Regulations, which are located outside the United States and the territories of the United States.

SEC. 5. ALCOHOL AND DRUG TESTING AND BACKGROUND CHECKS.

(a) IN GENERAL.—Beginning on the date that is 24 months after the date of enactment of this Act, the Administrator may not approve or authorize international travel for any employee of the Federal Aviation Administration until a final rule carrying out the requirements of subsection (b) of section 2112 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44733 note) has been published in the Federal Register.

(b) RULEMAKING ON ASSESSMENT REQUIREMENT.—With respect to any employee not covered under the requirements of section 1554.101 of title 49, Code of Federal Regulations, the Administrator shall initiate a rulemaking that requires a covered repair station to confirm that any such employee has successfully completed an assessment commensurate with a security threat assessment described in subpart C of part 1540 of such title.

(c) EXCEPTIONS.—The prohibition in subsection (a) shall not apply to international travel that is determined by the Administrator on an individual by individual basis to be—

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

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

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

(d) NON-DELEGATION AND REPORTING.—For any determination to make an exception based on the criteria in paragraph (2) or (3) of subsection (c), the Administrator—

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

(2) shall report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than 3 days after making each determination under subsection (c)—

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

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

(C) a detailed explanation of why the Administrator has determined the travel is—

(i) directly related to aviation safety standards, certification, and oversight; or

(ii) vital to the national interests of the United States; and

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

SEC. 6. DEFINITIONS.

In this Act:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the FAA.

(2) COVERED REPAIR STATION.—The term “covered repair station” means a facility that—

(A) is located outside the United States;

(B) is certificated under part 145 of title 14, Code of Federal Regulations; and

(C) performs heavy maintenance work on aircraft (including on-wing aircraft engines), operated under part 121 of title 14, Code of Federal Regulations.

(3) FAA.—The term “FAA” means the Federal Aviation Administration.

The SPEAKER pro tempore (Ms. TLAIB). Pursuant to the rule, the gentleman from Hawaii (Mr. KAHELE) and the gentleman from Florida (Mr. WEBSTER) each will control 20 minutes.

The Chair recognizes the gentleman from Hawaii.

GENERAL LEAVE

Mr. KAHELE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 7321, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Hawaii?

There was no objection.

Mr. KAHELE. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of H.R. 7321, the Global Aircraft Maintenance Safety Improvement Act, introduced by Transportation and Infrastructure Committee Chair, PETER DEFazio.

One level of safety. For over a decade, that has been the single-minded goal of Congress and the Federal Aviation Administration in setting aviation policy. But until domestic and FAA-certificated foreign repair stations are subject to the same oversight and safety standards, there is no hope we can achieve one level of safety.

In fact, existing safety rules make clear that there is not truly one level of safety. Under current FAA regulations, domestic repair station workers are subject to mandatory drug and alcohol testing. Workers at foreign repair stations are not. Domestic repair station workers are subject to comprehensive background investigations; foreign repair station workers are not.

Unfortunately, more and more maintenance work for U.S. air carriers is being sent overseas. The number of these facilities has grown by nearly 40 percent in the past 6 years. The global pandemic has only exacerbated this trend, as more than 8,200 aircraft maintenance jobs left the United States in just the past few years.

The Department of Transportation inspector general has also been ringing the alarm bell in five audit reports containing 41 recommendations since 2002 to improve the FAA's dangerously weak oversight of repair stations overseas.

How many more inspector general reports will it take for the FAA to be brave enough to take a leadership role in the international community and apply strong standards to foreign repair stations?

This bill will require the FAA to take a number of specific and decisive steps to improve oversight of foreign repair stations. These include, among other things: requiring all foreign repair stations to be subject to at least one unannounced inspection each year; requiring supervisors and individuals who authorize aircraft for return to service to meet minimum requirements and hold FAA mechanic or repairman certificates; and requiring the FAA to, one, comply with the 2016 mandate for a final rule on drug and alcohol testing of employees at foreign repair stations, and, two, initiate a rulemaking mandating background checks of such employees.

I thank the stakeholders for their support and the tireless efforts in working toward an agreeable solution as well as Ranking Member GRAVES and his staff.

Madam Speaker, this bill is a giant step in the right direction. I urge my colleagues to support it, and I reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, first, I thank Chairman DEFazio for working with us on this particular bill, the Global Aircraft Maintenance Safety Improvement Act.

I am pleased that H.R. 7321, as amended, ensures the level of safety we all expect in a way that is consistent with our bilateral safety agreements and collaborative with foreign civil aviation authorities.

International buy-in and collaboration are key if we are to chart a real path forward on aviation safety, and this bill strives to do that.

Notably, this legislation has markedly improved since last Congress, and I, again, want to thank the chair and his staff for working with us in a bipartisan manner.

Under H.R. 7321, our domestic repair stations will not be exposed to retaliation by other countries, nor will American jobs be jeopardized.

Again, improving oversight of foreign repair stations without damaging our standing and partnerships in the inter-

national community is the goal here today. This is another example of our bipartisan commitment to aviation safety.

Madam Speaker, I urge support, and I reserve the balance of my time.

The SPEAKER pro tempore. Without objection, the gentleman from Indiana (Mr. CARSON) will control the remaining time.

There was no objection.

Mr. CARSON. Madam Speaker, I have no more speakers, and I continue to reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, in closing, H.R. 7321, as amended, continues our commitment to the traveling public by ensuring aviation safety on the international playing field.

Madam Speaker, I urge support of this legislation, and I yield back the balance of my time.

Mr. CARSON. Madam Speaker, in closing, this bipartisan bill will correct the FAA's unacceptably lax oversight of foreign aeronautical repair stations that work on U.S. airline fleets and help increase the safety of our global aviation system.

Madam Speaker, I urge my colleagues to support the bill, and I yield back the balance of my time.

□ 1715

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Hawaii (Mr. KAHELE) that the House suspend the rules and pass the bill, H.R. 7321, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HICE of Georgia. Madam Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

NATIONAL CENTER FOR THE ADVANCEMENT OF AVIATION ACT OF 2022

Mr. CARSON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3482) to establish the National Center for the Advancement of Aviation, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3482

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "National Center for the Advancement of Aviation Act of 2022".

SEC. 2. FEDERAL CHARTER FOR THE NATIONAL CENTER FOR THE ADVANCEMENT OF AVIATION.

(a) IN GENERAL.—Chapter 1 of title 49, United States Code, is amended by adding at the end the following:

"§ 120. National Center for the Advancement of Aviation

"(a) FEDERAL CHARTER AND STATUS.—

"(1) IN GENERAL.—The National Center for the Advancement of Aviation (in this section referred to as the 'Center') is a federally chartered entity. The Center is a private independent entity, not a department, agency, or instrumentality of the United States Government or a component thereof. Except as provided in subsection (f)(1), an officer or employee of the Center is not an officer or employee of the Federal Government.

"(2) PERPETUAL EXISTENCE.—Except as otherwise provided, the Center shall have perpetual existence.

"(b) GOVERNING BODY.—

"(1) IN GENERAL.—The Board of Directors (in this section referred to as the 'Board') is the governing body of the Center.

"(2) AUTHORITY OF POWERS.—

"(A) IN GENERAL.—The Board shall adopt a constitution, bylaws, regulations, policies, and procedures to carry out the purpose of the Center and may take any other action that it considers necessary (in accordance with the duties and powers of the Center) for the management and operation of the Center. The Board is responsible for the general policies and management of the Center and for the control of all funds of the Center.

"(B) POWERS OF BOARD.—The Board shall have the power to do the following:

"(i) Adopt and alter a corporate seal.

"(ii) Establish and maintain offices to conduct its activities.

"(iii) Enter into contracts or agreements as a private entity not subject to the requirements of title 41.

"(iv) Acquire, own, lease, encumber, and transfer property as necessary and appropriate to carry out the purposes of the Center.

"(v) Publish documents and other publications in a publicly accessible manner.

"(vi) Incur and pay obligations as a private entity not subject to the requirements of title 31.

"(vii) Make or issue grants and include any conditions on such grants in furtherance of the purpose and duties of the Center.

"(viii) Perform any other act necessary and proper to carry out the purposes of the Center as described in its constitution and bylaws or duties outlined in this section.

"(3) MEMBERSHIP OF THE BOARD.—

"(A) IN GENERAL.—The Board shall have 11 Directors as follows:

"(i) EX-OFFICIO MEMBERSHIP.—The following individuals, or their designees, shall be considered ex-officio members of the Board:

"(I) The Administrator of the Federal Aviation Administration.

"(II) The Executive Director, pursuant to paragraph (5)(D).

"(ii) APPOINTMENTS.—

"(I) IN GENERAL.—From among those members of the public who are highly respected and have knowledge and experience in the fields of aviation, finance, or academia—

"(aa) the Secretary of Transportation shall appoint 5 members to the Board;

"(bb) the Secretary of Defense shall appoint 1 member to the Board;

"(cc) the Secretary of Veterans Affairs shall appoint 1 member to the Board;

"(dd) the Secretary of Education shall appoint 1 member to the Board;

"(ee) the Administrator of the National Aeronautics and Space Administration shall appoint 1 member to the Board.

"(II) TERMS.—

"(aa) IN GENERAL.—The members appointed under subclause (I) shall serve for a term of 3 years and may be reappointed.

"(bb) STAGGERING TERMS.—To ensure subsequent appointments to the Board are staggered, of the 9 members first appointed under subclause (I), 3 shall be appointed for a term of 1 year, 3 shall be appointed for a term of