

S 1571

Rural Aviation Improvement Act

Congress: 110 (2007–2009, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jun 7, 2007

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. (Jun 7, 2007)

Official Text: <https://www.congress.gov/bill/110th-congress/senate-bill/1571>

Sponsor

Name: Sen. Snowe, Olympia J. [R-ME]

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

Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Bingaman, Jeff [D-NM]	D · NM		Jun 7, 2007
Sen. Hagel, Chuck [R-NE]	R · NE		Jun 7, 2007
Sen. Nelson, Ben [D-NE]	D · NE		Jun 7, 2007
Sen. Johnson, Tim [D-SD]	D · SD		Jun 19, 2007
Sen. Leahy, Patrick J. [D-VT]	D · VT		Jun 20, 2007
Sen. Wyden, Ron [D-OR]	D · OR		Jun 21, 2007
Sen. Pryor, Mark L. [D-AR]	D · AR		Jul 16, 2007
Sen. Specter, Arlen [R-PA]	R · PA		Sep 25, 2007
Sen. Levin, Carl [D-MI]	D · MI		May 19, 2008

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 7, 2007

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
110 HR 3004	Related bill	Jul 12, 2007: Referred to the Subcommittee on Aviation.

Rural Aviation Improvement Act - Repeals the Essential Air Service Local Participation Program.

Prohibits the Secretary of Transportation from compensating an air carrier for providing essential air service to an eligible community in the 48 contiguous states if such community: (1) is located fewer than 70 miles from the nearest large or medium hub airport; or (2) is fewer than 210 miles from the nearest large or medium hub airport and requires a per passenger subsidy for such service in excess of \$200 for calendar year 2008, including any increase for each ensuing calendar year.

Authorizes a state or local government to submit a proposal to the Secretary to: (1) compensate an air carrier for essential air service to an eligible community above the \$200 per passenger subsidy cap; (2) compensate a preferred air carrier for providing such service (i.e., an air carrier preferred by the affected community although it is not the lowest bidder); and (3) restore the eligibility of a community to receive subsidized essential air service.

Requires the Secretary, in determining compensation (or eligibility for it) for essential air service based on highway mileage, to use the highway mileage of the most commonly used route between the eligible community and the nearest medium hub airport or large hub airport.

Establishes within the Office of the Secretary the Office of Rural Aviation.

Extends through FY2011 the Secretary's authority under the essential air service program to make agreements to provide assistance to underserved airports.

Requires adjustment of compensation to air carriers for providing essential air service in order to take into account significant increases in fuel costs.

Directs the Secretary to treat passenger boardings on aircraft operated by charter air carriers at airports receiving essential air service as passenger boardings for purposes of making apportionments of airport improvement grant funds.

Actions Timeline

- **Jun 7, 2007:** Introduced in Senate
- **Jun 7, 2007:** Sponsor introductory remarks on measure. (CR S7344)
- **Jun 7, 2007:** Read twice and referred to the Committee on Commerce, Science, and Transportation.