

S 4162

AIR Act of 2020

Congress: 116 (2019–2021, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jul 2, 2020

Current Status: Placed on Senate Legislative Calendar under General Orders. Calendar No. 589.

Latest Action: Placed on Senate Legislative Calendar under General Orders. Calendar No. 589. (Nov 16, 2020)

Official Text: <https://www.congress.gov/bill/116th-congress/senate-bill/4162>

Sponsor

Name: Sen. Fischer, Deb [R-NE]

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

Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Cruz, Ted [R-TX]	R · TX		Jul 2, 2020
Sen. Duckworth, Tammy [D-IL]	D · IL		Jul 2, 2020
Sen. Sinema, Kyrsten [D-AZ]	D · AZ		Jul 2, 2020
Sen. Blackburn, Marsha [R-TN]	R · TN		Jul 20, 2020
Sen. Cornyn, John [R-TX]	R · TX		Jul 22, 2020
Sen. Cramer, Kevin [R-ND]	R · ND		Jul 23, 2020
Sen. Perdue, David [R-GA]	R · GA		Jul 23, 2020
Sen. Murkowski, Lisa [R-AK]	R · AK		Oct 21, 2020
Sen. Inhofe, James M. [R-OK]	R · OK		Dec 3, 2020

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Reported By	Nov 16, 2020

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
116 HR 7800	Identical bill	Jul 28, 2020: Referred to the Subcommittee on Aviation.

Airport Infrastructure Readiness Act of 2020 or the AIR Act of 2020

This bill directs the Department of Transportation (DOT) to apportion Airport Improvement Program funding for FY2022 and FY2023 to an airport sponsor based on the number of passenger boardings at such airport that would result in the highest apportioned amount during either calendar year 2018, calendar year 2019, or the full calendar year prior to the current fiscal year.

Additionally, DOT shall not calculate a benefit-to-cost ratio with respect to an air traffic control tower participating in the Contract Tower Program on the basis of an annual aircraft traffic decrease in FY2020 and FY2021. Under the Contract Tower Program, air traffic control towers are staffed by employees of private companies rather than by Federal Aviation Administration (FAA) employees. The FAA is required to perform a benefit-cost analysis to determine eligibility for participation in the program.

Actions Timeline

- **Nov 16, 2020:** Committee on Commerce, Science, and Transportation. Reported by Senator Wicker without amendment. With written report No. 116-296.
- **Nov 16, 2020:** Placed on Senate Legislative Calendar under General Orders. Calendar No. 589.
- **Jul 22, 2020:** Committee on Commerce, Science, and Transportation. Ordered to be reported without amendment favorably.
- **Jul 2, 2020:** Introduced in Senate
- **Jul 2, 2020:** Read twice and referred to the Committee on Commerce, Science, and Transportation.