

HR 7800

AIR Act of 2020

Congress: 116 (2019–2021, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Jul 27, 2020

Current Status: Referred to the Subcommittee on Aviation.

Latest Action: Referred to the Subcommittee on Aviation. (Jul 28, 2020)

Official Text: <https://www.congress.gov/bill/116th-congress/house-bill/7800>

Sponsor

Name: Rep. Cohen, Steve [D-TN-9]

Party: Democratic • State: TN • Chamber: House

Cosponsors (6 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Johnson, Henry C. "Hank," Jr. [D-GA-4]	D · GA		Jul 27, 2020
Rep. Sires, Albio [D-NJ-8]	D · NJ		Jul 27, 2020
Rep. Smith, Adrian [R-NE-3]	R · NE		Jul 27, 2020
Rep. Young, Don [R-AK-At Large]	R · AK		Jul 27, 2020
Del. San Nicolas, Michael F. Q. [D-GU-At Large]	D · GU		Aug 7, 2020
Rep. Jackson Lee, Sheila [D-TX-18]	D · TX		Sep 29, 2020

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Jul 28, 2020

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
116 S 4162	Identical bill	Nov 16, 2020: Placed on Senate Legislative Calendar under General Orders. Calendar No. 589.

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

- **Jul 28, 2020:** Referred to the Subcommittee on Aviation.
- **Jul 27, 2020:** Introduced in House
- **Jul 27, 2020:** Referred to the House Committee on Transportation and Infrastructure.