

NACA

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Payroll Support Program

On December 21, a fifth COVID-19 relief bill was enacted, including \$15 billion to extend the CARES Act airline payroll assistance program (PSP) for U.S. passenger airlines with similar conditions. The bill requires passenger airlines to recall any workers furloughed after October 1 and pay those workers from December 1 through March 31, 2021. We successfully petitioned Congress to give airlines the option of using Q4 2019 and Q1 2020 payroll data for purposes of calculating their payout.

Aviation Excise Tax Holiday

Because the federal aviation excise tax (FET) holiday that expires on December 31 was not extended in the fifth COVID relief bill, Senator Roy Blunt (R-Mo.) plans to reintroduce a free-standing bill in January to extend the FET holiday through 2021. We will continue our joint advocacy efforts with A4A and RAA to ensure that the Blunt bill is included in any future COVID relief legislation.

Vaccine Distribution -- McKesson and Pfizer Meetings

NACA spoke with the logistics office of McKesson last week regarding potential gaps in distribution and our position that NACA carriers could help deliver the vaccines in a timely manner. Our impression is that McKesson is concerned problems could arise as the volume rises substantially in the first and second quarters of 2021. Carriers have been provided the McKesson contact so they may send information. We expect a similar call with Pfizer next month.

Aviation Worker Prioritization for Vaccination

NACA has signed several joint industry letters requesting aviation workers receive prioritization as essential workers for the COVID-19 vaccines, in line with recommendations by the Cybersecurity and Infrastructure Security Agency at the Department of Homeland Security. We will continue to broadcast this message to the various federal and state health agencies.

FAA Technical Matters

NACA and other associations requested the FAA extend the comment deadline on their draft advisory circular, Safety Risk Assessments for the carriage of cargo, by 60 days until March 12, which the FAA granted. FAA co-chair Jeff Gardlin of the evacuation aviation rulemaking committee updated NACA on the intent to have the CAMI report on seat pitch and width by the end of the year. He said the draft report has no recommendation to change pitch or width. The FST-PACe ARC subgroup met virtually to continue work on finalizing recommendations with the full group's approval. The target is to issue the final report to the FAA by the end of March. NACA participates in weekly FAA-hosted COVID-19 calls to discuss pending issues, communications, processes and other items. Engagement on the calls is very broad, including associations, government departments and many NACA members.



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