

NACA

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House T&I Committee Leaders Introduce National Pandemic Preparedness Bill

House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-Ore.) and House Aviation Subcommittee Chairman Rick Larsen (D-Wash.) introduced “The Healthy Flights Act of 2021,” requiring DOT to develop a national aviation emergency plan in conjunction with aviation stakeholders including part 121 carriers, aviation trade associations and labor groups, to improve the government’s preparedness for future pandemics. Last year the Senate Commerce Committee unanimously approved a similar bill. We believe the legislation will be enacted this year and will work with committee staff to ensure that NACA is consulted by DOT in drafting the preparedness plan.

White House, Congress Debate How to Pay for Infrastructure

White House and congressional transportation leaders continue to discuss what types of infrastructure programs should be included in the \$2 trillion American Jobs Plan that President Biden unveiled in late March. While the White House remains open to a bipartisan bill, Republican leaders are strongly opposed to the administration’s proposal to pay for the legislation by increasing the corporate tax rate from 21 percent to 28 percent. We expect the bill will include additional Airport Improvement Program funds for airports, focusing on projects that would reduce carbon emissions and mitigate noise; tax incentives for the production of sustainable aviation fuels and additional funding for research and development; NextGen equipage incentives for airlines; and funding to modernize existing air traffic control facilities. We will work with A4A and RAA to oppose any proposals to increase the \$4.50 per flight segment Passenger Facility Charge (PFC) cap.

NACA, Industry Stakeholders Continue Advocacy Efforts Opposing FCC Ligado Order

NACA signed an industry coalition letter urging the White House and Congress to work with the FCC to set aside the agency’s order approving Ligado’s wireless 5G network proposal. The letter highlighted some of the most high-profile actions taken to date in opposition to the order, including the National Telecommunications and Information Administration’s unprecedented request for the FCC to stay the order based on “irreparable harm” to GPS and satellite signals, seven stakeholder petitions to reconsider the order pending with the FCC, and several key provisions of the 2021 defense authorization bill addressing the negative impacts of Ligado’s proposed service on national security and the economy.

Operational Issues in China

NACA and A4A discussed operational difficulties for cargo carriers in China with Department of Transportation Assistant Secretary for Aviation and International Affairs Annie Petsonk. The Chinese government has imposed onerous testing and quarantine requirements on cargo crews when overnighing in China. Most carriers now avoid overnights in China whenever possible and have moved crew rest to locations like South Korea. DOT will attempt to convince China to change their policy towards crews.

REAL ID Implementation Delay

NACA and several other organizations have requested the Department of Homeland Security delay implementation of the REAL ID requirement due to go into effect on October 1, 2021. In recognition of the pandemic and other logistical challenges, DHS recently announced that the REAL ID mandate will be delayed until May 3, 2023. **(next page)**



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ICAO Cargo Screening Progressive Compliance

TSA formally announced to industry that it will not extend the June 20, 2021, deadline for 100% outbound screening of cargo for explosives. However, TSA will use a “progressive compliance” philosophy for the first year of the mandate. Inspectors and Principle Security Inspectors will be engaging with airlines and other stakeholders to understand their operational challenges to implementation of the new requirement instead of issuing Letters of Investigation for non-compliance. TSA has not made a decision on how whole aircraft, single entity charters and unscreenable commodities will be handled as yet. NACA has been pushing heavily for an exemption for charters and unscreenable commodities.

NACA Call with Acting TSA Administrator

NACA recently discussed the upcoming summer travel season as well as other NACA issues of interest with Acting TSA Administrator Darby LaJoye. Acting Administrator LaJoye expects a busy summer season with TSA bringing on additional staffing resources to meet the rising demand. We expressed our concerns about the ICAO cargo screening requirement and the need for a TSA decision on whole aircraft, single entity charters. LaJoye understood and promised flexibility during implementation. There will be several calls with TSA staff in the coming months to discuss these issues. The Acting TSA Administrator has committed to holding monthly calls with NACA.

NACA Security Council Meeting

NACA's first virtual security council meeting of 2021 was well attended by NACA members with excellent participation by several TSA policy staff, discussing the ICAO screening mandate, crew badge implementation and the RapBack employee vetting issue. FAA representatives joined the call to discuss the use of the Special Emphasis Enforcement Program and what carriers can do to help streamline FAA's investigations into these incidents.

FAA Technical Matters

Effective June 1, 2021, NACA has been added to the CAST Executive Committee as an at-large member for two years with the possibility of renewing when the term expires. Draft recommendations for the expiration of the 12555-exemption deadline were sent to the Operations Council, including an extension of 2-years for Service Availability on GPS receivers installed on aircraft covered by the current exemption, allowing them to continue operation with the use of the Service Availability Prediction Tool, and SA-Aware/SBAS or other rule compliant equipment upgrades should be considered after December 31, 2026 to avoid potential negative operational impact. FAA is currently targeting an in-person Infoshare for early November in Pittsburgh, with more details to follow. NACA supports extension of the June 12, 2021, deadline of the W&B advisory circular 120-87F and would like to be added to any work group to work all the issues. FAA Flight Standards Service Executive Director Rick Domingo acknowledged our request. Detailed information has been sent to the Operations Council.

New Associate Member

NACA is pleased to announce its newest associate member, **CTS Engines**. Based in Ft. Lauderdale, Fla., CTS offers Maintenance, Repair, and Overhaul customers service and full overhauls of the GE CF6-80C2, CF6-80A, CF6-50 and PW2000 series engines. You'll be pleased to know that CTS is joining NACA on the strong recommendation of Angela Garber, Vice President for Sales. Angela looks forward to reconnecting with everyone at our next board meeting.

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