

115TH CONGRESS
1ST SESSION

S. 1037

To prohibit air carriers from imposing fees that are not reasonable and proportional to the costs incurred by the air carriers, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MAY 4, 2017

Mr. MARKEY (for himself and Mr. BLUMENTHAL) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To prohibit air carriers from imposing fees that are not reasonable and proportional to the costs incurred by the air carriers, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Forbid Airlines from
5 Imposing Ridiculous Fees Act of 2017” or the “FAIR
6 Fees Act”.

1 **SEC. 2. REGULATIONS PROHIBITING THE IMPOSITION OF**
2 **FEES THAT ARE NOT REASONABLE AND PRO-**
3 **PORTIONAL TO THE COSTS INCURRED.**

4 (a) IN GENERAL.—Not later than 270 days after the
5 date of the enactment of this Act, the Secretary of Trans-
6 portation shall prescribe regulations—

7 (1) prohibiting an air carrier from imposing
8 fees described in subsection (b) that are unreason-
9 able or disproportional to the costs incurred by the
10 air carrier; and

11 (2) establishing standards for assessing whether
12 such fees are reasonable and proportional to the
13 costs incurred by the air carrier.

14 (b) FEES DESCRIBED.—The fees described in this
15 subsection are—

16 (1) any fee for a change or cancellation of a
17 reservation for a flight in interstate air transpor-
18 tation;

19 (2) any fee relating to checked baggage to be
20 transported on a flight in interstate air transpor-
21 tation; and

22 (3) any other fee imposed by an air carrier re-
23 lating to a flight in interstate air transportation.

24 (c) CONSIDERATIONS.—In establishing the standards
25 required by subsection (a)(2), the Secretary shall con-
26 sider—

1 (1) with respect to a fee described in subsection
2 (b)(1) imposed by an air carrier for a change or can-
3 cellation of a flight reservation—

4 (A) any net benefit or cost to the air car-
5 rier from the change or cancellation, taking into
6 consideration—

7 (i) the ability of the air carrier to an-
8 ticipate the expected average number of
9 cancellations and changes and make res-
10 ervations accordingly;

11 (ii) the ability of the air carrier to fill
12 a seat made available by a change or can-
13 cellation;

14 (iii) any difference in the fare likely to
15 be paid for a ticket sold to another pas-
16 senger for a seat made available by the
17 change or cancellation, as compared to the
18 fare paid by the passenger who changed or
19 canceled the passenger's reservation; and

20 (iv) the likelihood that the passenger
21 changing or canceling the passenger's res-
22 ervation will fill a seat on another flight by
23 the same air carrier;

24 (B) the costs of processing the change or
25 cancellation electronically; and

1 (C) any related labor costs;

2 (2) with respect to a fee described in subsection
3 (b)(2) imposed by an air carrier relating to checked
4 baggage—

5 (A) the costs of processing checked bag-
6 gage electronically; and

7 (B) any related labor costs; and

8 (3) any other considerations the Secretary con-
9 siders appropriate.

10 (d) UPDATED REGULATIONS.—The Secretary shall
11 update the standards required by subsection (a)(2) not
12 less frequently than every 3 years.

13 (e) DEFINITIONS.—In this section:

14 (1) AIR CARRIER.—The term “air carrier”
15 means any air carrier that holds an air carrier cer-
16 tificate under section 41101 of title 49, United
17 States Code.

18 (2) INTERSTATE AIR TRANSPORTATION.—The
19 term “interstate air transportation” has the mean-
20 ing given that term in section 40102 of title 49,
21 United States Code.

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