

## Airlines That Reaped Over \$40 Billion In COVID-19 Aid Spent Over \$20.3 Million Lobbying Against Efforts To Rein In Exploitative Junk Fees As They Sue To Block Rulemaking Targeting The Practice

**Summary:** On April 24, 2024, the Department of Transportation (DOT) [announced](#) new rulemaking requiring airlines to automatically issue cash refunds to passengers for delayed flights, while "better disclos[ing] fees for baggage or canceling a reservation." The first rule specifically requires automatic refunds for checked-bag fees if not returned to the customer within 12 hours for domestic and 15 to 30 hours for international flights. DOT issued a separate rule that also [requires](#) airlines to be upfront about the fees they charge and must show the price on its website "the first time customers see a price and schedule."

The rulemaking followed an April 16, 2024 [announcement](#) the agency would partner with state attorneys general to investigate unfair or deceptive practices by the airlines industry, giving state attorneys general a formal mechanism to report airlines to DOT that do not comply with state investigations into potential consumer protection law violations.

Not surprisingly, in the latest instance of [corporate judge shopping](#), Airlines for America—a [trade group](#) representing major airline companies— and six of its members [filed a lawsuit](#) in the Fifth Circuit Court of Appeals in an effort to block the rule requiring airlines to be upfront about pricing. Airlines for America claimed the rule would "[greatly confuse customers](#)" and that airlines already disclose these fees to consumers. This comes as the airline industry's own consultants [boasted](#) that ancillary fees, including baggage and seating fees, would **reach a global record of \$117.9 billion** in 2023, far past the previous record of **\$109.5 billion** in 2019.

**An Accountable.US review of lobbying data from Airlines for America and the companies who joined its lawsuit and had taken over \$40 billion in federal pandemic aid found these entities spent over \$20.3 million while lobbying against efforts to rein in junk fees charged by airlines:**

- **Airlines for America** has **received over \$10.5 million in membership dues** from the six airlines that joined its suit against the Department of Transportation, according to airlines' most recent political engagement reports. Meanwhile, it has [spent \\$7.2 million since Q1 2023 while lobbying](#) against numerous pieces of legislation aimed at reining in junk fees, including [S. 209](#) and [H.R. 659](#), the "FAIR Fees Act of 2023" and [S. 916](#) and [H.R. 2463](#), the "Junk Fee Prevention Act."
- **Alaska Airlines**, which [joined](#) Airlines for America in its lawsuit against DOT, [paid \\$426,600 in membership dues](#) to Airlines for America in 2023. During the COVID-19 pandemic, Alaska Airlines [took over \\$2.2 billion in aid](#) from the federal government to pay its workers' wages, salaries and benefits.
- **American Airlines**, which [joined](#) Airlines for America in its lawsuit against DOT, [has spent over \\$5.7 million since Q1 2023 while lobbying](#) against both iterations of the FAIR Fees Act and [paid over \\$5.5 million in membership dues](#) to Airlines for America in 2022. American ended up taking [over \\$12.8 billion in aid](#) from the federal government during the COVID-19 pandemic.
- **Delta Air Lines** [has spent over \\$6.5 million since Q1 2023 while lobbying](#) against the Department of Transportation's delayed baggage and ancillary fees rule and its ticket refund rule. Meanwhile, Delta [paid over \\$1 million in Airlines for America membership dues](#) in 2023. Delta [ultimately received \\$11.9 billion](#) in aid during the COVID-19 pandemic.

- **Hawaiian Airlines** [has spent](#) \$810,000 since Q1 2023 while lobbying against legislation aimed at lowering junk fees and DOT's ancillary service fees rule. Meanwhile, Hawaiian [paid](#) \$254,400 in membership dues in 2023 to Airlines for America and [received](#) over \$673.2 million in COVID aid from the federal government.
- **JetBlue Airways**, which [joined](#) Airlines for America in its lawsuit against DOT, [paid](#) over \$2.1 million in membership dues in 2022 and [received](#) over \$2 billion in aid during the pandemic.
- Finally, **United Airlines**, which [joined](#) Airlines for America's lawsuit, [received](#) \$10.9 billion in aid from the federal government and [paid](#) over \$1 million in Airlines for America membership dues in 2023.

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**In April 2024, The Department Of Transportation (DOT) Issued Rulemaking Aimed At Requiring Airlines To Issue Automatic Refunds For Delayed Flights And To Be Upfront And Show The Costs Of Other Fees Such As Checked, Carry-On Baggage And Reservation Changes, With Airlines Consultant IdeaWorksCompany Projecting Global Ancillary Fees Would Reach A Record Of \$117.9 Billion In 2023.**

**In April 2024, The Department Of Transportation (DOT) Issued Rulemaking Aimed At Requiring Airlines To Issue Automatic Refunds For Delayed Flights And Would Also Require Airlines And Agents To Be Upfront And Show The Costs Of Other Fees Such As Checked, Carry-On Baggage And Reservation Changes.**

**April 2024: The Department Of Transportation (DOT) Issued A Rule Requiring Airlines To Automatically Issue Cash Refunds For Delayed Flights And "To Better Disclose Fees For Baggage Or Canceling A Reservation."** "The Biden administration issued final rules Wednesday to require airlines to automatically issue cash refunds for things like delayed flights and to better disclose fees for baggage or canceling a reservation. The Transportation Department said airlines will be required to provide automatic cash refunds within a few days for canceled flights and 'significant' delays." [The Associated Press, [04/24/24](#)]

- **"The Rule Will Also Apply To Refunds Of Checked-Bag Fees If The Bag Isn't Delivered Within 12 Hours For Domestic Flights Or 15 To 30 Hours For International Flights. And It Will Apply To**

**Fees For Things Such As Seat Selection Or An Internet Connection If The Airline Fails To Provide The Service."** [The Associated Press, [04/24/24](#)]

**DOT Also Issued A Rule Requiring Airlines And Ticket Agents To Be Upfront About Fees For "Checked And Carry-On Bags And Canceling Or Changing A Reservation," With Websites Required To Show These "The First Time Customers See A Price And Schedule."** "The Transportation Department issued a separate rule requiring airlines and ticket agents to disclose upfront what they charge for checked and carry-on bags and canceling or changing a reservation. On airline websites, the fees must be shown the first time customers see a price and schedule." [The Associated Press, [04/24/24](#)]

**In October 2023, IdeaWorksCompany, Which Serves As A Consultant For The Airlines Industry, Estimated That Global Ancillary Fees Revenue, Which Includes Baggage And Seat Assignment Fees, Would Reach A Global Record Of \$117.9 Billion In 2023, Well Above The Previous Record Of \$109.5 Billion In 2019.**

**October 2023: IdeaWorksCompany, Self-Described As "The Foremost Consultant On Ancillary Revenue," Projected That "Airline Ancillary Revenue Will Increase To \$117.9 Billion Worldwide For 2023," Breaking 2019's Record Of \$109.5 Billion.** "CarTrawler, the leading B2B provider of car rental and mobility solutions to the global travel industry, and IdeaWorksCompany, the foremost consultant on ancillary revenue, project airline ancillary revenue will increase to \$117.9 billion worldwide for 2023, compared to \$102.8 billion for 2022 and well above the previous \$109.5 billion record in 2019." [IdeaWorksCompany, [10/31/23](#)]

- **Ancillary Revenue Is Generated By Services Beyond The Transportation Costs Of Passengers, Including "Commissions Gained From Hotel Bookings, The Sale Of Frequent Flyer Miles," And "Baggage And Seat Assignment Fees."** "Ancillary revenue is generated by activities and services that yield cashflow beyond the transportation of customers from A to B. This wide range of activities includes commissions gained from hotel bookings, the sale of frequent flyer miles to partners, and a la carte services. It's the a la carte portion, which includes baggage and seat assignment fees, that represents the share directly paid by consumers." [IdeaWorksCompany, [10/31/23](#)]

**According to IdeaWorks, More Airlines Are Now Adopting Assigned Seat Fees, Which Is Now Rivaling Checked Baggage Fees Revenue.** "Assigned seat fees are being adopted by more carriers. Once largely limited to LCCs, fees for assigned seating now appear in the booking paths of global network carriers. For many airlines, the revenue rivals that of checked baggage. The trend has become so widespread that some carriers now are charging fees for "better" seats in business class." [IdeaWorksCompany, [10/31/23](#)]

**In April 2024, The U.S. Department Of Transportation Announced A Bipartisan Partnership With 18 State Attorneys General In An Effort To Better Protect Consumers From Unfair Or Deceptive Practices By The Airline Industry, Which Will Allow State Attorneys General To Make Preliminary Determinations On If An Airline Broke Consumer Protection Laws And Grant Them Formal Mechanisms To Report Airlines To DOT Who Fail To Comply With Investigations.**

## **In April 2024, The U.S. Department Of Transportation Announced A Bipartisan Partnership With 18 State Attorneys General Aimed At Investigating Airlines And Ticket Agents To Hold Them Accountable For Violating Consumer Protection Laws.**

**April 2024: U.S. Department Of Transportation Secretary Pete Buttigieg Announced A Bipartisan Partnership With 18 State Attorneys General Aimed At Investigating Airlines And Tickets Agents To "Hold Them Accountable When They Violate Aviation Consumer Protection Laws" By "Provid[ing] State Attorneys General With Access To The Federal Complaint Database" To Make Sure Airlines Comply With Investigations.** "Today, U.S. Transportation Secretary Pete Buttigieg announced the launch of the bipartisan Airline Passenger Protection Partnership with 18 state attorneys general to investigate airlines and ticket agents and hold them accountable when they violate aviation consumer protection laws. The partnership significantly expands the Department's oversight capacity by establishing a new fast-track system prioritizing misconduct cases from state attorneys general who uncover unfair or deceptive airline practices. Through the partnership, DOT will provide state attorneys general with access to the federal complaint database and help ensure that airlines cooperate with state investigations." [U.S. Department of Transportation, [04/16/24](#)]

**Colorado State Attorney General Phil Weiser Said, "Consumers Deserve To Be Treated Fairly, Know What, They're Getting, And Get Everything They Pay For When They Fly," Adding That DOT And State Attorneys General "Will Be Improving Travel For Passengers And Holding Accountable Airlines Or Ticket Agents Who Harm Consumers."** "'Consumers deserve to be treated fairly, know what they're getting, and get everything they pay for when they fly,' said Colorado Attorney General Phil Weiser. 'This agreement and partnership with the DOT will allow my office to directly serve Colorado consumers when they file complaints about unfair or deceptive airline business practices and creates a process to ensure DOT prioritizes complaints we refer. I want to thank Secretary Pete Buttigieg and his staff for listening to our requests for more coordination between the states and the federal government on this issue. By working together, we will be improving travel for passengers and holding accountable airlines or ticket agents who harm consumers.'" [U.S. Department of Transportation, [04/16/24](#)]

## **The Partnership Will Grant State Attorneys General The Authority To Make The Preliminary Determinations On Whether Or Not An Airline Violated Consumer Protection Laws Based On Consumer Complaints And Will Allow Them To Report Airlines To DOT For Failure To Respond To Requests For Information Based On State Investigations.**

**According To The Announcement, The Partnership Will Allow DOT And Attorneys General To "Investigate Airline Complaints For Unfair Or Deceptive Practices" And Will Allow State Attorneys General To Investigate Airlines Complaints To Make Preliminary Determinations On Whether Or Not They May Have Violated Consumer Protection Laws.** "Through this partnership, DOT and state attorneys general will work together to: [...] Investigate airline complaints for unfair or deceptive practices: Under the MOU, state attorneys general will investigate the airline complaints they receive to make preliminary determinations as to whether airlines are potentially violating federal aviation consumer protection requirements." [U.S. Department of Transportation, [04/16/24](#)]

**The Agreement Also "Creates A Formal Mechanism For State Attorneys General To Report Airlines To DOT For Failure To Respond To Requests For Information As Part Of A State Investigation Into A Complaint."** "Ensure airlines cooperate with state investigations: The MOU creates a formal mechanism for state attorneys general to report airlines to DOT for failure to respond to requests for information as part of a state investigation into a complaint." [U.S. Department of Transportation, [04/16/24](#)]

**In May 2024, Industry Group Airlines For America, Alongside Six Major Airlines, Filed A Lawsuit In The Fifth Circuit Court Of Appeals Aimed At Blocking DOT's Rule Requiring Airlines To Be Transparent On Fees Charged, With Airlines For America Claiming The Rule Would "Greatly Confuse Customers."**

**On May 14, 2024, Airlines For American And Six Airlines Including Alaska, American, Delta, Hawaiian, JetBlue, And United Filed A Lawsuit In The Fifth Circuit Court Of Appeals To Block DOT's Rule Requiring Airlines To Be Upfront And Transparent About The Fees They Charge, With Airlines For America Claiming The Rule "Will Greatly Confuse Customers."**

On May 14, 2024, Airlines For America, Alaska Airlines, American Airlines, Delta, Hawaiian Airlines, JetBlue And United Airlines, Filed A Lawsuit In The Fifth Circuit Court Of Appeals Challenging The Department Of Transportation's (DOT) Rule Requiring Airlines To Be Transparent For Fees Charged. [Justia Law, accessed [05/28/24](#)]

- According To Its Website, Airlines For America "Advocates On Behalf Of Its Members To Shape Crucial Policies And Measures" And Works With The Executive Branch, Airlines, Labor, And Congress. "Airlines for America (A4A) advocates on behalf of its members to shape crucial policies and measures that promote safety, security and a healthy U.S. airline industry. We work collaboratively with airlines, labor, Congress, the Administration and other groups to improve aviation for the traveling and shipping public." [Airlines for America, accessed [05/30/24](#)]

Airlines For America Told The Associated Press "Airlines Go To Great Lengths To Make Their Customers Knowledgeable About These Fees," Claiming DOT's Fee Rule "Will Greatly Confuse Customers Who Will Be Inundated With Information That Will Only Complicate The Buying Process." "'Airlines go to great lengths to make their customers knowledgeable about these fees,' Airlines for America said Monday. 'The ancillary fee rule by the Department of Transportation will greatly confuse consumers who will be inundated with information that will only serve to complicate the buying process.'" [The Associated Press, [05/13/24](#)]

**Passenger Airlines Received \$54 Billion In Assistance From The Federal Government As Part Of Its Response To COVID-19 And Were Only Expected To Repay \$19 Billion, While Airlines That Sued The Administration Ended Up Receiving A Combined \$40.6 Billion In Aid Used To Pay Employee Wages, Salaries And Benefits.**

**As Part Of The Response To The COVID-19 Pandemic, Passenger Airlines Were Allocated \$54 Billion In Grants And Loans To Be Used To Pay Employee Wages, Salaries And Benefits And Were Expected To Only Pay B \$19 Billion According To A May 2023 Review By Semafor.**

As Part Of The CARES Act, The Consolidated Appropriations Act, And The American Rescue Plan, Passenger Airlines Received \$54 Billion To "Pay Employee Wages, Salaries, And Benefits" Through



**The Payroll Support Program.** "Air travel was restricted during the pandemic, putting aviation jobs at risk. To help keep airline workers employed, the Pandemic Relief for Aviation Workers Payroll Support Program has provided \$63 billion to passenger and cargo airlines and aviation contractors since March 2020. Under the CARES Act, the Consolidated Appropriations Act, and the American Rescue Plan Act: Passenger airlines received \$54 billion [...] Cargo airlines will receive up to \$4 billion [...] Aviation contractors received \$5 billion [...] The companies can only use the funds to pay employee wages, salaries, and benefits." [Pandemic Response Accountability Committee, accessed [06/04/24](#)]

**May 2023: According To A Review Of Federal Data By Semafor, Only \$19 Billion Is Expected To Be Repaid By Airlines That Received Federal Assistance During The COVID-19 Pandemic.** "Three years after the U.S. government rescued the country's airlines, the bill is this: \$62 billion spent, \$19 billion repaid or expected to be, a few billion in savings elsewhere, and \$1.4 billion in airline stock that remains underwater, according to a Semafor analysis of federal data." [Semafor, [05/18/23](#)]

### **Airlines That Sued The Biden Administration's Rules On Airlines Fees Received A Combined \$40.6 Billion In COVID-19 Aid Used To Pay Employee Wages, Salaries, And Benefits.**

**Airlines That Sued The Department Of Transportation Received A Combined \$40.6 Billion In COVID-19 Aid For Employee Wages, Salaries, And Benefits:**

<b>Company</b>	<b>Total Amount Of Aid</b>
Alaska Airlines	\$2,205,048,431
American Airlines	\$12,843,465,626
Delta Air Lines	\$11,953,075,970
Hawaiian Airlines	\$673,275,970
JetBlue Airways	\$2,084,264,450
United Airlines	\$10,902,445,493
<b>TOTAL</b>	<b>\$40,661,575,940</b>

**Airlines For America Is An Industry Group With Members Including Major Airlines And Even Shipping Companies Such As FedEx And UPS, With Co-Plaintiffs In Its Case Against The Department Of Transportation's Fees Rule Spending Over \$10.5 Million Combined In Membership Dues In Their Most Recently Available Political Engagement Reports.**

### **Airlines For America's Members Include Alaska, American, JetBlue, And Several Other Large Airlines And Shipping Companies Such As FedEx And UPS.**

**Airlines For America's Members Include Alaska, American, Southwest, And Several Other Large Airlines And Shipping Companies Such As FedEx And UPS:**

## MEMBER AIRLINES

MEMBER AIRLINES

ASSOCIATE MEMBER AIRLINES



[Airlines for America, accessed [05/30/24](#)]

### **In Their Most Recently Available Political Engagement Reports, Airlines Suing Over The Department Of Transportation's Junk Fee Rule Reported Paying Over \$10.5 Million Combined In Membership Dues To Airlines For America.**

In Their Most Recently Available Political Engagement Reports, Airlines That Sued Over The Department Of Transportation's Junk Fee Rule Paid Over \$10.5 Million Combined In Membership Dues To Airlines For America:

Company	Most-Recent Year	Amount
Alaska Airlines	<a href="#">2023</a>	\$426,600
American Airlines	<a href="#">2022</a>	\$5,572,478
Delta Air Lines	<a href="#">2023</a>	\$1,090,200
Hawaiian Airlines	<a href="#">2023</a>	\$254,400
JetBlue Airways	<a href="#">2022</a>	\$2,171,507
United Airlines	<a href="#">2023</a>	\$1,030,000
		<b>TOTAL: \$10,545,185</b>

**Since Q1 2023, Airlines For America Has Spent \$7.2 Million While Lobbying Against Numerous Pieces Of Legislation Aimed At Reining In Junk Fees Charged By Industries, Including The Airlines Industry.**

**Since Q1 2023, Airlines For America Has Spent \$7.2 Million While Lobbying Against Numerous Pieces Of Legislation Aimed At Reining In Junk Fees Charged By Numerous Industries, Including The Airlines Industry.**

Since Q1 2023, Airlines For America Has Spent \$7.2 Million While Lobbying Against Numerous Pieces Of Legislation Aimed At Eliminating Junk Fees Charged By Industries Including The Airlines Industry:

Registrant	Lobbying Period	Relevant Issues	Amount
Air Transport Association of America (d/b/a Airlines for America)	<a href="#">Q1 2023</a>	S. 209 / H.R. 659 FAIR Fees Act of 2023; S. 916 A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes	\$1,472,300
Air Transport Association of America (d/b/a Airlines for America)	<a href="#">Q2 2023</a>	S. 209 / H.R. 659 FAIR Fees Act of 2023; S. 916 A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes;	\$1,451,700

		H.R. 2463 Junk Fee Prevention Act	
Air Transport Association of America (d/b/a Airlines for America)	<a href="#">Q3 2023</a>	S. 209 / H.R. 659 FAIR Fees Act of 2023; S. 916 A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes; H.R. 2463 Junk Fee Prevention Act	\$1,503,200
Air Transport Association of America (d/b/a Airlines for America)	<a href="#">Q4 2023</a>	S. 209 / H.R. 659 FAIR Fees Act of 2023; S. 916 A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes; H.R. 2463 Junk Fee Prevention Act	\$1,339,700
Air Transport Association of America (d/b/a Airlines for America)	<a href="#">Q1 2024</a>	S. 209 / H.R. 659 FAIR Fees Act of 2023; S. 916 A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes; H.R. 2463 Junk Fee Prevention Act	\$1,468,700
			<b>TOTAL: \$7,235,600</b>

- **S. 916, The "Junk Fee Prevention Act," Was Introduced In March 2023 By Sen. Richard Blumenthal (D-CT) And Focuses On Fees Charged By Certain Industries, Including Internet And Mobile Service Providers.** "This bill establishes requirements related to the fees charged by specified covered businesses, including those providing short-term lodging, ticketing services, internet service, mobile service, or video programming. It also requires air carriers to seat each young child next to an accompany adult during flights." [Congress.gov, accessed [05/28/24](#)]
- **H.R. 2463 Is The House Version Of The Junk Fee Prevention Act And Was Introduced By Rep. Ruben Gallego (D-AZ) In April 2023.** [Congress.gov, accessed [05/28/24](#)]
- **S. 209, The "FAIR Fees Act Of 2023," Was Introduced By Sen. Ed Markey (D-MA) In February 2023 And Would Direct The Department Of Transportation To Prohibit Airlines From "Imposing Specified Fees Relating To A Flight In Passenger Air Transportation That Are Unreasonable Or Disproportional To The Costs It Incurs."** "This bill directs the Department of Transportation to prescribe regulations (1) prohibiting an air carrier from imposing specified fees relating to a flight in passenger air transportation that are unreasonable or disproportional to the costs it incurs, and (2) establishing standards for assessing whether such fees are reasonable and proportional to those costs." [Congress.gov, accessed [05/30/24](#)]
- **H.R. 659 Is The House Version Of The "FAIR Fees Act" And Was Introduced By Rep. Steve Cohen (D-TN) In January 2023.** [Congress.gov, accessed [05/30/24](#)]

**Since Q1 2023, American, Delta, And Hawaiian Airlines Have Spent A Combined \$13.1 Million While Lobbying Against Legislation Aimed At Ending Junk Fees And The Department Of Transportation's Rulemaking On Delayed Baggage, Ancillary Fees, And Ticket Refunds.**

**Since Q1 2023, American Airlines Has Spent Over \$5.7 Million While Lobbying Against Both The Senate And House Versions Of The "FAIR Fees Act Of 2023," Legislation Banning Airlines From Imposing Unreasonable Or Disproportional Fees On Consumers.**

**Since Q1 2023, American Airlines Has Spent Over \$5.7 Million While Lobbying Against The House And Senate Versions Of The "FAIR Fees Act Of 2023":**



Registrant	Lobbying Period	Relevant Issues	Amount
American Airlines, Inc.	<a href="#">Q1 2023</a>	S. 209/H.R. 659, FAIR Fees Act of 2023; all provisions	\$1,160,000
American Airlines, Inc.	<a href="#">Q2 2023</a>	H.R. 659/S. 209, FAIR Fees Act of 2023; all provisions	\$1,150,000
American Airlines, Inc.	<a href="#">Q3 2023</a>	H.R. 659/S. 209, FAIR Fees Act of 2023; all provisions	\$1,150,000
American Airlines, Inc.	<a href="#">Q4 2023</a>	S. 209/H.R. 659, FAIR Fees Act of 2023; all provisions	\$1,140,000
American Airlines, Inc.	<a href="#">Q1 2024</a>	S. 209/H.R. 659, FAIR Fees Act of 2023; all provisions	\$1,150,000
			<b>TOTAL: \$5,750,000</b>

- S. 209, The "FAIR Fees Act Of 2023," Was Introduced By Sen. Ed Markey (D-MA) And Would Allow The Department Of Transportation To Prohibit Airlines From "Imposing Air Carrier From Imposing Specified Fees Relating To A Flight In Passenger Air Transportation That Are Unreasonable Or Disproportional To The Costs It Incurs."** "This bill directs the Department of Transportation to prescribe regulations (1) prohibiting an air carrier from imposing specified fees relating to a flight in passenger air transportation that are unreasonable or disproportional to the costs it incurs, and (2) establishing standards for assessing whether such fees are reasonable and proportional to those costs." [Congress.gov, accessed [05/30/24](#)]
- H.R. 659 Is The House Version Of The "FAIR Fees Act" And Was Introduced By Rep. Steve Cohen (D-TN) In January 2023.** [Congress.gov, accessed [05/30/24](#)]

**Since Q1 2023, Delta Air Lines Has Spent Over \$6.5 Million While Lobbying Against Department Of Transportation Rulemaking On Delayed Baggage, Ancillary Fees, And Ticket Refunds Among Other Issues.**

Since Q1 2023, Delta Air Lines Has Spent Over \$6.5 Million While Lobbying Against The Department Of Transportation's Delayed Baggage, Ancillary Fee Refund, And Ticket Refund Rules, Among Other Issues:

Registrant	Lobbying Period	Relevant Issues	Amount
Delta Air Lines, Inc.	<a href="#">Q1 2023</a>	Department of Transportation (DOT) Delayed Baggage and Ancillary Fee Refund Rule; Department of Transportation (DOT) Ticket Refund Rule	\$1,300,000
Delta Air Lines, Inc.	<a href="#">Q2 2023</a>	Department of Transportation (DOT) Delayed Baggage and Ancillary Fee Refund Rule; Department of Transportation (DOT) Ticket Refund Rule	\$1,300,000
Delta Air Lines, Inc.	<a href="#">Q3 2023</a>	Department of Transportation (DOT) Delayed Baggage and Ancillary Fee Refund Rule; Department of Transportation (DOT) Ticket Refund Rule	\$1,260,000
Delta Air Lines, Inc.	<a href="#">Q4 2023</a>	Department of Transportation (DOT) Delayed Baggage and Ancillary Fee Refund Rule; Department of Transportation (DOT) Ticket Refund Rule	\$1,280,000
Delta Air Lines, Inc.	<a href="#">Q1 2024</a>	Department of Transportation (DOT) Delayed Baggage and Ancillary Fee Refund Rule	\$1,440,000
			<b>TOTAL: \$6,580,000</b>

**Since Q1 2023, Hawaiian Airlines Has Spent \$810,000 While Lobbying Against The Junk Fee Prevention Act, Rulemaking By DOT Aimed At Enhancing Transparency Of Airline Ancillary Service Fees And Cancellation, Seating, And Other Airlines Fees, Among Other Issues.**

**Since Q1 2023, Hawaiian Airlines Has Spent \$810,000 While Lobbying Against S. 916, Rulemaking By DOT Aimed At Enhancing Transparency Of Airline Ancillary Service Fees And Cancellation, Seating, And Other Airlines Fees, Among Other Issues:**

Registrant	Lobbying Period	Relevant Issues	Amount
Hawaiian Airlines, Inc.	<a href="#">Q1 2023</a>	S. 209/H.R. 659, the FAIR Fees Act of 2023; S. 916, A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes; NPRM, Enhancing Transparency of Airline Ancillary Service Fees in DOT-OST-2017-0007; Ancillary fees (baggage, cancellation/change fees, premium seating)	\$210,000
Hawaiian Airlines, Inc.	<a href="#">Q2 2023</a>	S. 209/H.R. 659, the FAIR Fees Act of 2023; S. 916, A bill to limit and eliminate excessive, hidden, and unnecessary fees imposed on consumers, and for other purposes; NPRM, Enhancing Transparency of Airline Ancillary Service Fees in DOT-OST-2017-0007; Ancillary fees (baggage, cancellation/change fees, premium seating)	\$130,000
Hawaiian Airlines, Inc.	<a href="#">Q3 2023</a>	S. 209/H.R. 659, the FAIR Fees Act of 2023; NPRM, Enhancing Transparency of Airline Ancillary Service Fees in DOT-OST-2017-0007; Ancillary fees (baggage, cancellation/change fees, premium seating)	\$150,000
Hawaiian Airlines, Inc.	<a href="#">Q4 2023</a>	S. 209/H.R. 659, the FAIR Fees Act of 2023; NPRM, Enhancing Transparency of Airline Ancillary Service Fees in DOT-OST-2017-0007; Ancillary fees (baggage, cancellation/change fees, premium seating)	\$140,000
Hawaiian Airlines, Inc.	<a href="#">Q1 2024</a>	S. 209/H.R. 659, the FAIR Fees Act of 2023; NPRM, Enhancing Transparency of Airline Ancillary Service Fees in DOT-OST-2017-0007; Ancillary fees (baggage, cancellation/change fees, premium seating)	\$180,000
<b>TOTAL:</b>			<b>\$810,000</b>

- S. 916, The "Junk Fee Prevention Act," Was Introduced In March 2023 By Sen. Richard Blumenthal (D-CT) And Focuses On Fees Charged By Certain Industries, Including Internet And Mobile Service Providers.** "This bill establishes requirements related to the fees charged by specified covered businesses, including those providing short-term lodging, ticketing services, internet service, mobile service, or video programming. It also requires air carriers to seat each young child next to an accompany adult during flights." [Congress.gov, accessed [05/28/24](#)]
- S. 209, The "FAIR Fees Act Of 2023," Was Introduced By Sen. Ed Markey (D-MA) And Would Allow The Department Of Transportation To Prohibit Airlines From "Imposing Air Carrier From Imposing Specified Fees Relating To A Flight In Passenger Air Transportation That Are Unreasonable Or Disproportional To The Costs It Incurs."** "This bill directs the Department of Transportation to prescribe regulations (1) prohibiting an air carrier from imposing specified fees relating to a flight in passenger air transportation that are unreasonable or disproportional to the costs it

incurs, and (2) establishing standards for assessing whether such fees are reasonable and proportional to those costs." [Congress.gov, accessed [05/30/24](#)]

- **H.R. 659 Is The House Version Of The "FAIR Fees Act" And Was Introduced By Rep. Steve Cohen (D-TN) In January 2023.** [Congress.gov, accessed [05/30/24](#)]