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## Aviation Group Client Update

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### **FAA EXTENDS COMPLIANCE DATE FOR REPORTING OF DATA FOR MISHANDLED BAGGAGE AND WHEELCHAIRS IN AIRCRAFT CARGO COMPARTMENTS.**

On March 21, 2017, the FAA amended its final rule on [Reporting of Data for Mishandled Baggage and Wheelchairs in Aircraft Cargo Compartments](#) by extending the compliance date from January 1, 2018 to January 1, 2019.

**Background.** The final rule on reporting of data for mishandled baggage and wheelchairs in aircraft cargo compartments was originally published on November 2, 2016, and concentrated on changing the methodology for the mishandled-baggage data that U.S. air carriers are required to report to the Department. The final rule requires U.S. air carriers to report separate statistics in their mishandled baggage reporting for mishandled wheelchairs and scooters used by disabled passengers and transported in aircraft cargo compartments.

**Summary.** In January 2017, the White House issued a Regulatory Freeze Pending Review Memorandum ("Memorandum") which temporarily postponed the effective dates of regulations that had been published in the Federal Register, but were not yet effective, until 60 days after the date of the Memorandum. Thereafter, the FAA received a request from Airlines for America (A4A) and individual airlines to extend the compliance date of the final rule referencing the Memorandum as the reason. A4A also followed up with a second request to the FAA on March 2, 2017, stating that if the rulemaking remained, then the implementation period of the final rule should be delayed by one year due to challenges faced by the industry regarding parts of the regulation and the time-period in which to implement it.

This extension of the compliance date thus follows after consideration of A4A's second request by the FAA.

If you have any questions or would like further information, please contact Shelley Ewalt.

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McBreen & Kopko's Aviation Group represents air carriers, fixed base operators (FBOs), airport managers, aviation service providers, and business aircraft owners and operators on a wide range of aviation issues including regulatory matters, commercial transactions, aircraft finance matters, and bankruptcy and creditors' rights.