



Airlines for America®

We Connect the World

February 12, 2026

The Honorable Pam Beidle, Chair
Finance Committee
Maryland State Senate
3 East Miller Senate Office Building
Annapolis, MD 21401

Re: Maryland Senate Bill No. 505

Dear Chair Beidle:

Airlines for America (A4A) is the trade association for the leading U.S. airlines.¹ We advocate on behalf of our members to shape crucial policies and measures that promote safety, security and a healthy U.S. airline industry. We write to respectfully oppose Senate Bill No. 505 (SB505) and to request an unfavorable report. The Federal government exclusively governs the services of air carriers and the regulation of air carrier services proposed in SB505 is Federally preempted.

As currently proposed, SB505 would regulate the airlines' services, whether directly or through our service providers, including forms required on aircraft, flight crew obligations, inspections of airlines' aircraft, who may contract with airlines for air transportation services, fueling for air transportation, and the treatment of passengers.

When Congress deregulated the airline industry in 1978, it included a provision to "ensure that the States would not undo federal deregulation with regulation of their own."² Specifically, the ADA provides that the U.S. government exclusively governs air carriers' prices, routes or services—"a State, political subdivision of a State, or a political authority of at least 2 States may *not* enact or enforce a law, regulation or other provision having the force and effect of law *related to* a price, route or *service* of an air carrier that may provide air transportation . . ."³ In sum, state regulation relating to airline services, such as SB505, is unenforceable against air carriers. Accordingly, we request that SB505 be withdrawn.

We also note, as a reminder, that the State of Maryland is already obligated to "comply with all applicable Federal laws" as an assurance for its Federal grant agreements.⁴ The State's failure to comply with the Grant Assurances could lead to a loss of tens-of-millions of dollars in FAA capital grants.

¹ See A4A's members are Alaska Air Group, Inc.; American Airlines Group, Inc.; Atlas Air Worldwide Holdings, Inc.; Delta Air Lines, Inc.; FedEx Corp.; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada is an associate member.

² *Morales v. Trans World Airlines, Inc.*, 504 U.S. 374, 378 – 379 (1992).

³ 49 U.S.C. § 41713 (emphasis added). In alignment, the U.S. Supreme Court held that the ADA has a "broad preemptive purpose" and any state law having "a connection with, or reference to, airline 'rates, routes, or services' is preempted under the ADA." *Morales v. Trans World Airlines, Inc.*, 504 U.S. 374, 383–85 (holding that the ADA preempted state regulation of airline disclosures and advertising); see *American Airlines, Inc. v. Wolens*, 513 U.S. 219, 229 (1995) ("States may not seek to impose their own public policies or . . . regulation on the operations of an air carrier."). See also *Air Transp. Ass'n of Am. v. Cuomo*, 520 F.3d 218 (2d Cir. 2008) (recognizing and enforcing exclusive Federal jurisdiction, enjoining New York from implementing or enforcing New York State's Passenger Bill of Rights because it regulated airline prices, routes and services).

⁴ FAA, *Assurances, Airport Sponsor* (Apr. 2025) available at https://www.faa.gov/airports/aip/grant_assurances/assurances-airport-sponsors-2025

Comments of A4A re: MD HB 505 and SB 639
February 12, 2026
Page 2 of 2

We appreciate you considering this request. Please do not hesitate to e-mail me at jsaltzman@airlines.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JMS', with a large, sweeping flourish extending to the right.

Joshua M. Saltzman
Senior Vice President, Global Government Affairs
Airlines for America

CC:

Senator Clarence Lam
Senator Brian Feldman