

107TH CONGRESS
1ST SESSION

H. R. 3165

To enhance the safety and security of the civil air transportation system.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 24, 2001

Mr. GANSKE (for himself and Mr. ANDREWS) introduced the following bill;
which was referred to the Committee on Transportation and Infrastructure

A BILL

To enhance the safety and security of the civil air
transportation system.

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; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Aviation Security Act, II”.

6 (b) TABLE OF CONTENTS.—The table of contents for
7 this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—AVIATION SECURITY

Sec. 101. Findings.

Sec. 102. Transportation security function.

Sec. 103. Aviation Security Coordination Council.

Sec. 104. Improved flight deck integrity measures.

Sec. 105. Deployment of Federal air marshals.

- Sec. 106. Improved airport perimeter access security.
- Sec. 107. Enhanced anti-hijacking training for flight crews.
- Sec. 108. Passenger and property screening.
- Sec. 109. Training and employment of security screening personnel.
- Sec. 110. Research and development.
- Sec. 111. Flight school security.
- Sec. 112. Report to Congress on security.
- Sec. 113. General aviation and air charters.
- Sec. 114. Increased penalties for interference with security personnel.
- Sec. 115. Security-related study by FAA.
- Sec. 116. Air transportation arrangements in certain States.
- Sec. 117. Airline computer reservation systems.
- Sec. 118. Security funding.
- Sec. 119. Increased funding flexibility for aviation security.
- Sec. 120. Authorization of funds for reimbursement of airports for security mandates.
- Sec. 121. Encouraging airline employees to report suspicious activities.
- Sec. 122. Less-than-lethal weaponry for flight deck crews.
- Sec. 123. Mail and freight waivers.
- Sec. 124. Safety and security of on-board supplies.
- Sec. 125. Flight deck security.
- Sec. 126. Amendments to airmen registry authority.
- Sec. 127. Results-based management.
- Sec. 128. Use of facilities.
- Sec. 129. Report on national air space restrictions put in place after terrorist attacks that remain in place.
- Sec. 130. Voluntary provision of emergency services during commercial flights.
- Sec. 131. Enhanced security for aircraft.
- Sec. 132. Implementation of certain detection technologies.
- Sec. 133. Report on new responsibilities of the Department of Justice for aviation security.
- Sec. 134. Definitions.

TITLE II—DEPLOYMENT AND USE OF SECURITY TECHNOLOGIES

Subtitle A—Expanded Deployment and Utilization of Current Security Technologies and Procedures

- Sec. 201. Expanded deployment and utilization of current security technologies and procedures.

Subtitle B—Short-Term Assessment and Deployment of Emerging Security Technologies and Procedures

- Sec. 211. Short-term assessment and deployment of emerging security technologies and procedures.

Subtitle C—Research and Development of Aviation Security Technology

- Sec. 221. Research and development of aviation security technology.

1 **TITLE I—AVIATION SECURITY**

2 **SEC. 101. FINDINGS.**

3 The Congress finds the following:

1 (1) The safety and security of the civil air
2 transportation system is critical to the United
3 States' security and its national defense.

4 (2) A safe and secure United States civil air
5 transportation system is essential to the basic free-
6 dom of Americans to move in intrastate, interstate,
7 and international transportation.

8 (3) The terrorist hijackings and crashes of pas-
9 senger aircraft on September 11, 2001, converting
10 civil aircraft into guided bombs for strikes against
11 civilian and military targets requires the United
12 States to change fundamentally the way it ap-
13 proaches the task of ensuring the safety and security
14 of the civil air transportation system.

15 (4) The existing fragmentation of responsibility
16 for that safety and security among government
17 agencies and between government and nongovern-
18 ment entities is inefficient and unacceptable in light
19 of the hijackings and crashes on September 11,
20 2001.

21 (5) The General Accounting Office has rec-
22 ommended that security functions and security per-
23 sonnel at United States airports should become a
24 Federal government responsibility.

1 (6) Although the number of Federal air mar-
 2 shals is classified, their presence on both inter-
 3 national and domestic flights would have a deterrent
 4 effect on hijacking and would further bolster public
 5 confidence in the safety of air travel.

6 (7) The effectiveness of existing security meas-
 7 ures, including employee background checks and
 8 passenger pre-screening, is impaired because of the
 9 inaccessibility of, or the failure to share information
 10 among, data bases maintained by different Federal
 11 and international agencies for criminal behavior or
 12 pertinent intelligence information.

13 **SEC. 102. TRANSPORTATION SECURITY FUNCTION.**

14 (a) IN GENERAL.—Section 102 of title 49, United
 15 States Code, is amended—

16 (1) by redesignating subsections (d), (e), and
 17 (f) as subsections (e), (f), and (g); and

18 (2) by inserting after subsection (c) the fol-
 19 lowing:

20 “(d) DEPUTY SECRETARY FOR TRANSPORTATION
 21 SECURITY.—

22 “(1) IN GENERAL.—The Department has a
 23 Deputy Secretary for Transportation Security, who
 24 shall be appointed by the President, by and with the
 25 advice and consent of the Senate. The Deputy Sec-

1 retary for Transportation Security shall carry out
2 duties and powers prescribed by the Secretary relat-
3 ing to security for all modes of transportation.

4 “(2) AVIATION-RELATED DUTIES.—The Deputy
5 Secretary—

6 “(A) shall coordinate and direct, as appro-
7 priate, the functions and responsibilities of the
8 Secretary of Transportation and the Adminis-
9 trator of the Federal Aviation Administration
10 under chapter 449;

11 “(B) shall work in conjunction with the
12 Administrator of the Federal Aviation Adminis-
13 tration with respect to any actions or activities
14 that may affect aviation safety or air carrier op-
15 erations; and

16 “(C) shall actively cooperate and coordi-
17 nate with the Attorney General, the Secretary
18 of Defense, and the heads of other appropriate
19 Federal agencies and departments with respon-
20 sibilities for national security and criminal jus-
21 tice enforcement activities that are related to
22 aviation security through the Aviation Security
23 Coordination Council.

24 “(3) NATIONAL EMERGENCY RESPONSIBIL-
25 ITIES.—Subject to the direction and control of the

1 Secretary, the Deputy Secretary shall have the fol-
2 lowing responsibilities:

3 “(A) To coordinate domestic transpor-
4 tation during a national emergency, including
5 aviation, rail, and other surface transportation,
6 and maritime transportation (including port se-
7 curity).

8 “(B) To coordinate and oversee during a
9 national emergency the transportation-related
10 responsibilities of other departments and agen-
11 cies of the Federal Government other than the
12 Department of Defense and the military depart-
13 ments.

14 “(C) To establish uniform national stand-
15 ards and practices for transportation during a
16 national emergency.

17 “(D) To coordinate and provide notice to
18 other departments and agencies of the Federal
19 Government, and appropriate agencies of State
20 and local governments, including departments
21 and agencies for transportation, law enforce-
22 ment, and border control, about threats to
23 transportation during a national emergency.

24 “(E) To carry out such other duties, and
25 exercise such other powers, relating to transpor-

1 tation during a national emergency as the Sec-
2 retary of Transportation shall prescribe.

3 “(4) RELATIONSHIP TO OTHER TRANSPOR-
4 TATION AUTHORITY.—The authority of the Deputy
5 Secretary under paragraph (3) to coordinate and
6 oversee transportation and transportation-related re-
7 sponsibilities during a national emergency shall not
8 supersede the authority of any other department or
9 agency of the Federal Government under law with
10 respect to transportation or transportation-related
11 matters, whether or not during a national emer-
12 gency.

13 “(5) ANNUAL REPORT.—The Deputy Secretary
14 shall submit to the Congress on an annual basis a
15 report on the activities of the Deputy Secretary
16 under paragraph (3) during the preceding year.

17 “(6) NATIONAL EMERGENCY.—The Secretary of
18 Transportation shall prescribe the circumstances
19 constituting a national emergency for purposes of
20 paragraph (3).”.

21 (b) ATTORNEY GENERAL RESPONSIBILITIES.—The
22 Attorney General of the United States—

23 (1) is responsible for day-to-day Federal secu-
24 rity screening operations for passenger air transpor-

1 tation or intrastate air transportation under sections
2 44901 and 44935 of title 49, United States Code;

3 (2) shall work in conjunction with the Adminis-
4 trator of the Federal Aviation Administration with
5 respect to any actions or activities that may affect
6 aviation safety or air carrier operations;

7 (3) is responsible for hiring and training per-
8 sonnel to provide security screening at all United
9 States airports involved in passenger air transpor-
10 tation or intrastate air transportation, in consulta-
11 tion with the Secretary of Transportation, the Sec-
12 retary of Defense, and the heads of other appro-
13 priate Federal agencies and departments; and

14 (4) shall actively cooperate and coordinate with
15 the Secretary of Transportation, the Secretary of
16 Defense, and the heads of other appropriate Federal
17 agencies and departments with responsibilities for
18 national security and criminal justice enforcement
19 activities that are related to aviation security
20 through the Aviation Security Coordination Council.

21 (c) REVIEW AND DEVELOPMENT OF WAYS TO
22 STRENGTHEN SECURITY.—Section 44932(c) of title 49,
23 United States Code, is amended—

24 (1) by striking “x-ray” in paragraph (4);

1 (2) by striking “and” at the end of paragraph
2 (4);

3 (3) by striking “passengers.” in paragraph (5)
4 and inserting “passengers;”; and

5 (4) by adding at the end the following:

6 “(6) to strengthen and enhance the ability to
7 detect nonexplosive weapons, such as biological,
8 chemical, or similar substances; and

9 “(7) to evaluate such additional measures as
10 may be appropriate to enhance physical inspection of
11 passengers, luggage, and cargo.”.

12 (d) TRANSITION.—Until the Deputy Secretary for
13 Transportation Security takes office, the functions of the
14 Deputy Secretary that relate to aviation security shall be
15 carried out by the Assistant Administrator for Civil Avia-
16 tion Security of the Federal Aviation Administration.

17 **SEC. 103. AVIATION SECURITY COORDINATION COUNCIL.**

18 (a) IN GENERAL.—Section 44911 of title 49, United
19 States Code, is amended by adding at the end the fol-
20 lowing:

21 “(f) AVIATION SECURITY COORDINATION COUN-
22 CIL.—

23 “(1) IN GENERAL.—There is established an
24 Aviation Security Coordination Council.

1 “(2) FUNCTION.—The Council shall work with
2 the intelligence community to coordinate intelligence,
3 security, and criminal enforcement activities affect-
4 ing the safety and security of aviation at all United
5 States airports and air navigation facilities involved
6 in air transportation or intrastate air transportation.

7 “(3) CHAIR.—The Council shall be chaired by
8 the Secretary of Transportation or the Secretary’s
9 designee.

10 “(4) MEMBERSHIP.—The members of the
11 Council are:

12 “(A) The Secretary of Transportation, or
13 the Secretary’s designee.

14 “(B) The Attorney General, or the Attor-
15 ney General’s designee.

16 “(C) The Secretary of Defense, or the Sec-
17 retary’s designee.

18 “(D) The Secretary of the Treasury, or the
19 Secretary’s designee.

20 “(E) The Director of the Central Intel-
21 ligence Agency, or the Director’s designee.

22 “(F) The head, or an officer or employee
23 designated by the head, of any other Federal
24 agency the participation of which is determined
25 by the Secretary of Transportation, in consulta-

1 tion with the Attorney General, to be appro-
2 priate.

3 “(g) CROSS-CHECKING DATA BASE INFORMATION.—
4 The Secretary of Transportation, acting through the Avia-
5 tion Security Coordination Council, shall—

6 “(1) explore the technical feasibility of devel-
7 oping a common database of individuals who may
8 pose a threat to aviation or national security;

9 “(2) enter into memoranda of understanding
10 with other Federal agencies to share or otherwise
11 cross-check data on such individuals identified on
12 Federal agency data bases, and may utilize other
13 available data bases as necessary; and

14 “(3) evaluate and assess technologies in devel-
15 opment or use at Federal departments, agencies,
16 and instrumentalities that might be useful in im-
17 proving the safety and security of aviation in the
18 United States.”.

19 (b) POLICIES AND PROCEDURES.—Section 44911(b)
20 of title 49, United States Code, is amended by striking
21 “international”.

22 (c) STRATEGIC PLANNING.—Section 44911(c) of title
23 49, United States Code, is amended by striking “consider
24 placing” and inserting “place”.

1 **SEC. 104. IMPROVED FLIGHT DECK INTEGRITY MEASURES.**

2 (a) IN GENERAL.—As soon as possible after the date
3 of enactment of this Act, the Administrator of the Federal
4 Aviation Administration shall—

5 (1) issue an order (without regard to the provi-
6 sions of chapter 5 of title 5, United States Code)—

7 (A) prohibiting access to the flight deck of
8 aircraft engaged in passenger air transportation
9 or intrastate air transportation except to au-
10 thorized personnel;

11 (B) requiring the strengthening of the
12 flight deck door and locks on any such aircraft
13 operating in air transportation or intrastate air
14 transportation that has a rigid door in a bulk-
15 head between the flight deck and the passenger
16 area to ensure that the door cannot be forced
17 open from the passenger compartment;

18 (C) requiring that such flight deck doors
19 remain locked while any such aircraft is in
20 flight except when necessary to permit the
21 flight deck crew access and egress; and

22 (D) prohibiting the possession of a key to
23 any such flight deck door by any member of the
24 flight crew who is not assigned to the flight
25 deck; and

1 (2) take such other action, including modifica-
2 tion of safety and security procedures, as may be
3 necessary to ensure the safety and security of the
4 aircraft.

5 (b) COMMUTER AIRCRAFT.—The Administrator shall
6 investigate means of securing, to the greatest feasible ex-
7 tent, the flight deck of aircraft operating in air transpor-
8 tation or intrastate air transportation that do not have
9 a rigid fixed door with a lock between the passenger com-
10 partment and the flight deck and issue such an order as
11 the Administrator deems appropriate (without regard to
12 the provisions of chapter 5 of title 5, United States Code)
13 to ensure the inaccessibility, to the greatest extent fea-
14 sible, of the flight deck while the aircraft is so engaged.

15 **SEC. 105. DEPLOYMENT OF FEDERAL AIR MARSHALS.**

16 (a) AIR MARSHALS UNDER ATTORNEY GENERAL
17 GUIDELINES.—The Attorney General shall prescribe
18 guidelines for the training and deployment of individuals
19 authorized, with the approval of the Attorney General, to
20 carry firearms and make arrests under section 44903(d)
21 of title 49, United States Code. The Secretary of Trans-
22 portation shall administer the air marshal program under
23 that section in accordance with the guidelines prescribed
24 by the Attorney General.

1 (b) DEPLOYMENT.—Section 44903(d) of title 49,
2 United States Code, is amended—

3 (1) by inserting “(1)” before “With”;

4 (2) by redesignating paragraphs (1) and (2) as
5 subparagraphs (A) and (B); and

6 (3) by adding at the end the following:

7 “(2) The Secretary—

8 “(A) may place Federal air marshals on every
9 scheduled passenger flight in air transportation and
10 intrastate air transportation; and

11 “(B) shall place them on every such flight de-
12 termined by the Secretary to present high security
13 risks.

14 “(3) In making the determination under paragraph
15 (2)(B), nonstop longhaul flights, such as those targeted
16 on September 11, 2001, should be a priority.”.

17 (c) TRAINING, SUPERVISION, AND FLIGHT ASSIGN-
18 MENT.—Within 30 days after the date of enactment of
19 this Act, the Secretary of Transportation, under the au-
20 thority of subsections (d) and (e) of section 44903 of title
21 49, United States Code, shall—

22 (1) provide for deployment of Federal air mar-
23 shals on flights in air transportation and intrastate
24 air transportation;

1 (2) provide for appropriate background and fit-
2 ness checks for candidates for appointment as Fed-
3 eral air marshals;

4 (3) provide for appropriate training, super-
5 vision, and equipment of Federal air marshals; and

6 (4) require air carriers to provide seating for
7 Federal air marshals on any flight without regard to
8 the availability of seats on that flight.

9 (d) INTERNATIONAL FLIGHTS.—The Secretary shall
10 work with the International Civil Aviation Organization
11 and with appropriate civil aviation authorities of foreign
12 governments under section 44907 of title 49, United
13 States Code, to address security concerns on flights by for-
14 eign air carriers to and from the United States.

15 (e) INTERIM MEASURES.—The Secretary may, after
16 consultation with the heads of other Federal agencies and
17 departments, use personnel from those agencies and de-
18 partments to provide air marshal service on domestic and
19 international flights, and may use the authority provided
20 by section 324 of title 49, United States Code, for such
21 purpose.

22 (f) REPORTS.—

23 (1) IN GENERAL.—The Attorney General and
24 the Secretary of Transportation shall submit the fol-
25 lowing reports in classified form, if necessary, to the

1 Senate Committee on Commerce, Science, and
2 Transportation and the House of Representatives
3 Committee on Transportation and Infrastructure:

4 (A) Within 18 months after the date of en-
5 actment of this Act, an assessment of the pro-
6 gram carried out under section 44903(d) of
7 title 49, United States Code.

8 (B) Within 120 days after such date, an
9 assessment of the effectiveness of the security
10 screening process for carry-on baggage and
11 checked baggage.

12 (C) Within 6 months after the date of en-
13 actment of this Act, an assessment of the safety
14 and security-related training provided to flight
15 and cabin crews.

16 (2) RECOMMENDATIONS.—The Attorney Gen-
17 eral and the Secretary may submit, as part of any
18 report under this subsection or separately, any rec-
19 ommendations they may have for improving the ef-
20 fectiveness of the Federal air marshal program or
21 the security screening process.

22 (g) COOPERATION WITH OTHER AGENCIES.—The
23 last sentence of section 106(m) of title 49, United States
24 Code, is amended by striking “supplies and” and inserting
25 “supplies, personnel, services, and”.

1 (h) AUTHORITY TO APPOINT RETIRED LAW EN-
2 FORCEMENT OFFICERS.—Notwithstanding any other pro-
3 vision of law, the Secretary of Transportation may appoint
4 an individual who is a retired law enforcement officer or
5 a retired member of the Armed Forces as a Federal air
6 marshal, regardless of age, or an individual discharged or
7 furloughed from a commercial airline cockpit crew posi-
8 tion, if the individual otherwise meets the background and
9 fitness qualifications required for Federal air marshals.

10 **SEC. 106. IMPROVED AIRPORT PERIMETER ACCESS SECU-**
11 **RITY.**

12 (a) IN GENERAL.—Section 44903 of title 49, United
13 States Code, is amended by adding at the end the fol-
14 lowing:

15 “(h) IMPROVED AIRPORT PERIMETER ACCESS SECU-
16 RITY.—

17 “(1) IN GENERAL.—The Secretary of Transpor-
18 tation, in consultation with the airport operator and
19 law enforcement authorities, may order the deploy-
20 ment of such personnel at any secure area of the
21 airport as necessary to counter the risk of criminal
22 violence, the risk of aircraft piracy at the airport,
23 the risk to air carrier aircraft operations at the air-
24 port, or to meet national security concerns.

1 “(2) SECURITY OF AIRCRAFT AND GROUND AC-
2 CESS TO SECURE AREAS.—In determining where to
3 deploy such personnel, the Secretary shall consider
4 the physical security needs of air traffic control fa-
5 cilities, parked aircraft, aircraft servicing equipment,
6 aircraft supplies (including fuel), automobile parking
7 facilities within airport perimeters or adjacent to se-
8 cured facilities, and access and transition areas at
9 airports served by other means of ground or water
10 transportation. The Secretary of Transportation,
11 after consultation with the Aviation Security Coordi-
12 nation Council, shall consider whether airport, air
13 carrier personnel, and other individuals with access
14 to such areas should be screened to prevent individ-
15 uals who present a risk to aviation security or na-
16 tional security from gaining access to such areas.

17 “(3) DEPLOYMENT OF FEDERAL LAW EN-
18 FORCEMENT PERSONNEL.—The Secretary of Trans-
19 portation may enter into a memorandum of under-
20 standing or other agreement with the Attorney Gen-
21 eral or the head of any other appropriate Federal
22 law enforcement agency to deploy Federal law en-
23 forcement personnel at an airport in order to meet
24 aviation safety and security concerns.”.

1 (b) SMALL AND MEDIUM AIRPORTS.—The Adminis-
2 trator of the Federal Aviation Administration shall de-
3 velop a plan to provide technical support to small and me-
4 dium airports to enhance security operations, including
5 screening operations, and to provide financial assistance
6 to those airports to defray the costs of enhancing security.
7 The Federal Aviation Administration in consultation with
8 the appropriate State or local government law enforcement
9 authorities, shall reexamine the safety requirements for
10 small community airports, to reflect a reasonable level of
11 threat to those individual small community airports, in-
12 cluding the parking of passenger vehicles within 300 feet
13 of the airport terminal building with respect to that air-
14 port.

15 (c) CHEMICAL AND BIOLOGICAL WEAPON DETEC-
16 TION.—Section 44903(c)(2)(C) of title 49, United States
17 Code, is amended to read as follows:

18 “(C) MAXIMUM USE OF CHEMICAL AND BIO-
19 LOGICAL WEAPON DETECTION EQUIPMENT.—The
20 Secretary of Transportation shall require airports to
21 maximize the use of technology and equipment that
22 is designed to detect potential chemical or biological
23 weapons.”.

1 (d) IMPROVEMENT OF SECURED-AREA ACCESS CON-
2 TROL.—Section 44903(g)(2) of title 49, United States
3 Code, is amended—

4 (1) by striking “weaknesses by January 31,
5 2001;” in subparagraph (A) and inserting “weak-
6 nesses;”;

7 (2) by striking subparagraph (D) and inserting
8 the following:

9 “(D) on an ongoing basis, assess and test
10 for compliance with access control require-
11 ments, report annually findings of the assess-
12 ments, and assess the effectiveness of penalties
13 in ensuring compliance with security procedures
14 and take any other appropriate enforcement ac-
15 tions when noncompliance is found;”;

16 (3) by striking “program by January 31,
17 2001;” in subparagraph (F) and inserting “pro-
18 gram;” and

19 (4) by striking subparagraph (G) and inserting
20 the following:

21 “(G) work with airport operators to
22 strengthen access control points in secured
23 areas (including air traffic control operations
24 areas, maintenance areas, crew lounges, bag-
25 gage handling areas, concessions, and catering

1 delivery areas) to ensure the security of pas-
2 sengers and aircraft and consider the deploy-
3 ment of biometric or similar technologies that
4 identify individuals based on unique personal
5 characteristics.”.

6 (e) AIRPORT SECURITY PILOT PROGRAM.—Section
7 44903(c) of title 49, United States Code, is amended by
8 adding at the end the following:

9 “(3) The Administrator shall establish pilot programs
10 in no fewer than 20 airports to test and evaluate new and
11 emerging technology for providing access control and other
12 security protections for closed or secure areas of the air-
13 ports. Such technology may include biometric or other
14 technology that ensures only authorized access to secure
15 areas.”.

16 (f) AIRPORT SECURITY AWARENESS PROGRAMS.—
17 The Secretary of Transportation shall require air carriers
18 and airports involved in air transportation or intrastate
19 air transportation to develop security awareness programs
20 for airport employees, ground crews, and other individuals
21 employed at such airports.

22 **SEC. 107. ENHANCED ANTI-HIJACKING TRAINING FOR**
23 **FLIGHT CREWS.**

24 (a) IN GENERAL.—The Secretary of Transportation
25 shall develop a mandatory air carrier program of training

1 for flight and cabin crews of aircraft providing air trans-
 2 portation or intrastate air transportation in dealing with
 3 attempts to commit aircraft piracy (as defined in section
 4 46502(a)(1)(A) of title 49, United States Code). The Sec-
 5 retary shall ensure that the training curriculum is devel-
 6 oped in consultation with Federal law enforcement agen-
 7 cies with expertise in terrorism, self-defense, hijacker psy-
 8 chology, and current threat conditions.

9 (b) NOTIFICATION PROCEDURES.—The Adminis-
 10 trator of the Federal Aviation Administration shall revise
 11 the procedures by which cabin crews of aircraft can notify
 12 flight deck crews of security breaches and other emer-
 13 gencies and implement any new measures as soon as prac-
 14 ticable.

15 **SEC. 108. PASSENGER AND PROPERTY SCREENING.**

16 (a) IN GENERAL.—Section 44901 of title 49, United
 17 States Code, is amended to read as follows:

18 **“§ 44901. Screening passengers, individuals with ac-**
 19 **cess to secure areas, and property**

20 **“(a) IN GENERAL.—**The Attorney General, in con-
 21 sultation with the Secretary of Transportation, shall pro-
 22 vide for the screening of all passengers and property, in-
 23 cluding United States mail, cargo, carry-on and checked
 24 baggage, and other articles, that will be carried aboard
 25 an aircraft in air transportation or intrastate air transpor-

1 tation. The screening shall take place before boarding and,
2 except as provided in subsection (c), shall be carried out
3 by a Federal government employee (as defined in section
4 2105 of title 5, United States Code). The Attorney Gen-
5 eral, in consultation with the Secretary, shall provide for
6 the screening of all persons, including airport, air carrier,
7 foreign air carrier, and airport concessionaire employees,
8 before they are allowed into sterile or secure areas of the
9 airport, as determined by the Attorney General. The
10 screening of airport, air carrier, foreign air carrier, and
11 airport concessionaire employees, and other nonpassengers
12 with access to secure areas, shall be conducted in the same
13 manner as passenger screenings are conducted, except
14 that the Attorney General may authorize alternative
15 screening procedures for personnel engaged in providing
16 airport or aviation security at an airport. In carrying out
17 this subsection, the Attorney General shall maximize the
18 use of available nonintrusive and other inspection and de-
19 tection technology that is approved by the Administrator
20 of the Federal Aviation Administration for the purpose of
21 screening passengers, baggage, mail, or cargo.

22 “(b) DEPLOYMENT OF ARMED PERSONNEL.—

23 “(1) IN GENERAL.—The Attorney General shall
24 order the deployment of law enforcement personnel
25 authorized to carry firearms at each airport security

1 screening location to ensure passenger safety and
2 national security.

3 “(2) MINIMUM REQUIREMENTS.—Except at air-
4 ports required to enter into agreements under sub-
5 section (c), the Attorney General shall order the de-
6 ployment of at least 1 law enforcement officer at
7 each airport security screening location. At the 100
8 largest airports in the United States, in terms of an-
9 nual passenger enplanements for the most recent
10 calendar year for which data are available, the At-
11 torney General shall order the deployment of addi-
12 tional law enforcement personnel at airport security
13 screening locations if the Attorney General deter-
14 mines that the additional deployment is necessary to
15 ensure passenger safety and national security.

16 “(c) SECURITY AT SMALL COMMUNITY AIRPORTS.—

17 “(1) PASSENGER SCREENING.—In carrying out
18 subsection (a) and subsection (b)(1), the Attorney
19 General may require any nonhub airport (as defined
20 in section 41731(a)(4)) or smaller airport with
21 scheduled passenger operations to enter into an
22 agreement under which screening of passengers and
23 property will be carried out by qualified, trained
24 State or local law enforcement personnel if—

1 “(A) the screening services are equivalent
2 to the screening services that would be carried
3 out by Federal personnel under subsection (a);

4 “(B) the training and evaluation of indi-
5 viduals conducting the screening or providing
6 security services meets the standards set forth
7 in section 44935 for training and evaluation of
8 Federal personnel conducting screening or pro-
9 viding security services under subsection (a);

10 “(C) the airport is reimbursed by the
11 United States, using funds made available by
12 the Aviation Security Act, for the costs incurred
13 in providing the required screening, training,
14 and evaluation; and

15 “(D) the Attorney General has consulted
16 the airport sponsor.

17 “(2) DETERMINATION OF LIMITED REQUIRE-
18 MENTS.—The Attorney General, in consultation with
19 the Secretary of Transportation, may prescribe
20 modified aviation security measures for a nonhub
21 airport if the Attorney General determines that spe-
22 cific security measures are not required at a nonhub
23 airport at all hours of airport operation because of—

24 “(A) the types of aircraft that use the air-
25 port;

1 “(B) seasonal variations in air traffic and
2 types of aircraft that use the airport; or

3 “(C) other factors that warrant modifica-
4 tion of otherwise applicable security require-
5 ments.

6 “(3) ADDITIONAL FEDERAL SECURITY MEAS-
7 URES.—At any airport required to enter into a reim-
8 bursement agreement under paragraph (1), the At-
9 torney General—

10 “(A) may provide or require additional se-
11 curity measures;

12 “(B) may conduct random security inspec-
13 tions; and

14 “(C) may provide assistance to enhance
15 airport security at that airport.

16 “(d) MANUAL PROCESS.—

17 “(1) IN GENERAL.—The Attorney General shall
18 require a manual process, at explosive detection sys-
19 tem screening locations in airports where explosive
20 detection equipment is underutilized, which will aug-
21 ment the Computer Assisted Passenger Prescreening
22 System by randomly selecting additional checked
23 bags for screening so that a minimum number of
24 bags, as prescribed by the Attorney General, are ex-
25 amined.

1 “(2) LIMITATION ON STATUTORY CONSTRUC-
2 TION.—Paragraph (1) shall not be construed to limit
3 the ability of the Attorney General or the Secretary
4 of Transportation to impose additional security
5 measures when a specific threat warrants such addi-
6 tional measures.

7 “(3) MAXIMUM USE OF EXPLOSIVE DETECTION
8 EQUIPMENT.—In prescribing the minimum number
9 of bags to be examined under paragraph (1), the At-
10 torney General shall seek to maximize the use of the
11 explosive detection equipment.

12 “(e) FLEXIBILITY OF ARRANGEMENTS.—In carrying
13 out subsections (a), (b), and (c), the Attorney General
14 may use memoranda of understanding or other agree-
15 ments with the heads of appropriate Federal law enforce-
16 ment agencies covering the utilization and deployment of
17 personnel of the Department of Justice or such other
18 agencies.”.

19 (b) DEPUTIZING OF STATE AND LOCAL LAW EN-
20 FORCEMENT OFFICERS.—Section 512 of the Wendell H.
21 Ford Aviation Investment and Reform Act for the 21st
22 Century is amended—

23 (1) by striking “purpose of” in subsection
24 (b)(1)(A) and inserting “purposes of (i)”;

1 (2) by striking “transportation;” in subsection
2 (b)(1)(A) and inserting “transportation, and (ii) reg-
3 ulate the provisions of security screening services
4 under section 44901(c) of title 49, United States
5 Code;”;

6 (3) by striking “NOT FEDERAL RESPONSI-
7 BILITY” in the heading of subsection (b)(3)(b);

8 (4) by striking “shall not be responsible for
9 providing” in subsection (b)(3)(B) and inserting
10 “may provide”;

11 (5) by striking “flight.” in subsection (c)(2)
12 and inserting “flight and security screening func-
13 tions under section 44901(c) of title 49, United
14 States Code.”;

15 (6) by striking “General” in subsection (e) and
16 inserting “General, in consultation with the Sec-
17 retary of Transportation,”; and

18 (7) by striking subsection (f).

19 (c) TRANSITION.—The Attorney General shall com-
20 plete the full implementation of section 44901 of title 49,
21 United States Code, as amended by subsection (a), as soon
22 as is practicable but in no event later than 9 months after
23 the date of enactment of this Act. The Attorney General
24 may make or continue such arrangements, including ar-
25 rangements under the authority of sections 40110 and

1 40111 of that title, for the screening of passengers and
2 property under that section as the Attorney General deter-
3 mines necessary pending full implementation of that sec-
4 tion as so amended.

5 **SEC. 109. TRAINING AND EMPLOYMENT OF SECURITY**
6 **SCREENING PERSONNEL.**

7 (a) IN GENERAL.—Section 44935 of title 49, United
8 States Code, is amended—

9 (1) by redesignating subsection (f) as sub-
10 section (i); and

11 (2) by striking subsection (e) and inserting the
12 following:

13 “(e) SECURITY SCREENERS.—

14 “(1) TRAINING PROGRAM.—The Attorney Gen-
15 eral, in consultation with the Secretary of Transpor-
16 tation, shall establish a program for the hiring and
17 training of security screening personnel.

18 “(2) HIRING.—

19 “(A) QUALIFICATIONS.—The Attorney
20 General shall establish, within 30 days after the
21 date of enactment of the Aviation Security Act,
22 qualification standards for individuals to be
23 hired by the United States as security screening
24 personnel. Notwithstanding any provision of law

1 to the contrary, those standards shall, at a min-
2 imum, require an individual—

3 “(i) to have a satisfactory or better
4 score on a Federal security screening per-
5 sonnel selection examination;

6 “(ii) to have been a national of the
7 United States, as defined in section
8 101(a)(22) of the Immigration and Nation-
9 ality Act (8 U.S.C. 1101(a)(22)), for a
10 minimum of 5 consecutive years;

11 “(iii) to have passed an examination
12 for recent consumption of a controlled sub-
13 stance;

14 “(iv) to meet, at a minimum, the re-
15 quirements set forth in subsection (f); and

16 “(v) to meet such other qualifications
17 as the Attorney General may establish.

18 “(B) BACKGROUND CHECKS.—The Attor-
19 ney General shall require that an individual to
20 be hired as a security screener undergo an em-
21 ployment investigation (including a criminal
22 history record check) under section
23 44936(a)(1).

24 “(C) DISQUALIFICATION OF INDIVIDUALS
25 WHO PRESENT NATIONAL SECURITY RISKS.—

1 The Attorney General, in consultation with the
2 heads of other appropriate Federal agencies,
3 shall establish procedures, in addition to any
4 background check conducted under section
5 44936, to ensure that no individual who pre-
6 sents a threat to national security is employed
7 as a security screener.

8 “(3) EXAMINATION; REVIEW OF EXISTING
9 RULES.—The Attorney General shall develop a secu-
10 rity screening personnel examination for use in de-
11 termining the qualification of individuals seeking
12 employment as security screening personnel. The At-
13 torney General shall also review, and revise as nec-
14 essary, any standard, rule, or regulation governing
15 the employment of individuals as security screening
16 personnel.

17 “(f) EMPLOYMENT STANDARDS FOR SCREENING
18 PERSONNEL.—

19 “(1) SCREENER REQUIREMENTS.—Notwith-
20 standing any provision of law to the contrary, an in-
21 dividual may not be employed as a security screener
22 unless that individual meets the following require-
23 ments:

24 “(A) The individual shall possess a high
25 school diploma, a General Equivalency Diploma,

1 or experience that the Attorney General has de-
2 termined to have equipped the individual to per-
3 form the duties of the position.

4 “(B) The individual shall possess basic ap-
5 titudes and physical abilities including color
6 perception, visual and aural acuity, physical co-
7 ordination, and motor skills to the following
8 standards:

9 “(i) Screeners operating screening
10 equipment shall be able to distinguish on
11 the screening equipment monitor the ap-
12 propriate imaging standard specified by
13 the Attorney General. Wherever the
14 screening equipment system displays col-
15 ors, the operator shall be able to perceive
16 each color.

17 “(ii) Screeners operating any screen-
18 ing equipment shall be able to distinguish
19 each color displayed on every type of
20 screening equipment and explain what each
21 color signifies.

22 “(iii) Screeners shall be able to hear
23 and respond to the spoken voice and to au-
24 dible alarms generated by screening equip-
25 ment in an active checkpoint environment.

1 “(iv) Screeners performing physical
2 searches or other related operations shall
3 be able to efficiently and thoroughly ma-
4 nipulate and handle such baggage, con-
5 tainers, and other objects subject to secu-
6 rity processing.

7 “(v) Screeners who perform pat-downs
8 or hand-held metal detector searches of in-
9 dividuals shall have sufficient dexterity and
10 capability to thoroughly conduct those pro-
11 cedures over a individual’s entire body.

12 “(C) The individual shall be able to read,
13 speak, and write English well enough to—

14 “(i) carry out written and oral in-
15 structions regarding the proper perform-
16 ance of screening duties;

17 “(ii) read English language identifica-
18 tion media, credentials, airline tickets, and
19 labels on items normally encountered in
20 the screening process;

21 “(iii) provide direction to and under-
22 stand and answer questions from English-
23 speaking individuals undergoing screening;
24 and

1 “(iv) write incident reports and state-
2 ments and log entries into security records
3 in the English language.

4 “(D) The individual shall have satisfac-
5 torily completed all initial, recurrent, and ap-
6 propriate specialized training required by the
7 security program, except as provided in para-
8 graph (2).

9 “(2) EXCEPTIONS.—An individual who has not
10 completed the training required by this section may
11 be employed during the on-the-job portion of train-
12 ing to perform functions if that individual—

13 “(A) is closely supervised; and

14 “(B) does not make independent judg-
15 ments as to whether individuals or property
16 may enter a sterile area or aircraft without fur-
17 ther inspection.

18 “(3) REMEDIAL TRAINING.—No individual em-
19 ployed as a security screener may perform a screen-
20 ing function after that individual has failed an oper-
21 ational test related to that function until that indi-
22 vidual has successfully completed the remedial train-
23 ing specified in the security program.

24 “(4) ANNUAL PROFICIENCY REVIEW.—The At-
25 torney General shall provide that an annual evalua-

tion of each individual assigned screening duties is conducted and documented. An individual employed as a security screener may not continue to be employed in that capacity unless the evaluation demonstrates that the individual—

“(A) continues to meet all qualifications and standards required to perform a screening function;

“(B) has a satisfactory record of performance and attention to duty based on the standards and requirements in the security program; and

“(C) demonstrates the current knowledge and skills necessary to courteously, vigilantly, and effectively perform screening functions.

“(5) OPERATIONAL TESTING.—In addition to the annual proficiency review conducted under paragraph (4), the Attorney General shall provide for the operational testing of such personnel.

“(g) TRAINING.—

“(1) USE OF OTHER AGENCIES.—The Attorney General shall enter into a memorandum of understanding or other arrangement with any other Federal agency or department with appropriate law enforcement responsibilities, to provide personnel, re-

1 sources, or other forms of assistance in the training
2 of security screening personnel.

3 “(2) TRAINING PLAN.—The Attorney General
4 shall, within 60 days after the date of enactment of
5 the Aviation Security Act, develop a plan for the
6 training of security screening personnel. The plan
7 shall, at a minimum, require that before being de-
8 ployed as a security screener, an individual—

9 “(A) has completed 40 hours of classroom
10 instruction or successfully completed a program
11 that the Attorney General determines will train
12 individuals to a level of proficiency equivalent to
13 the level that would be achieved by such class-
14 room instruction;

15 “(B) has completed 60 hours of on-the-job
16 instruction; and

17 “(C) has successfully completed an on-the-
18 job training examination prescribed by the At-
19 torney General.

20 “(3) EQUIPMENT-SPECIFIC TRAINING.—An in-
21 dividual employed as a security screener may not use
22 any security screening device or equipment in the
23 scope of that individual’s employment unless the in-
24 dividual has been trained on that device or equip-

1 ment and has successfully completed a test on the
2 use of the device or equipment.

3 “(h) TECHNOLOGICAL TRAINING.—The Attorney
4 General shall require training to ensure that screeners are
5 proficient in using the most up-to-date new technology and
6 to ensure their proficiency in recognizing new threats and
7 weapons. The Attorney General shall make periodic as-
8 sessments to determine if there are dual use items and
9 inform security screening personnel of the existence of
10 such items. Current lists of dual use items shall be part
11 of the ongoing training for screeners. For purposes of this
12 subsection, the term ‘dual use’ item means an item that
13 may seem harmless but that may be used as a weapon.”.

14 (b) CONFORMING AMENDMENTS.—

15 (1) Section 44936(a)(1)(A) is amended by in-
16 serting “as a security screener under section
17 44935(e) or a position” after “a position”.

18 (2) Section 44936(b) of title 49, United States
19 Code, is amended—

20 (A) by inserting “the Attorney General,”
21 after “subsection,” in paragraph (1); and

22 (B) by striking “An” in paragraph (3) and
23 inserting “The Attorney General, an”.

24 (3) Section 44936(a)(1)(E) is amended by
25 striking clause (iv).

1 (c) TRANSITION.—The Attorney General shall com-
2 plete the full implementation of section 44935 (e), (f), (g),
3 and (h) of title 49, United States Code, as amended by
4 subsection (a), as soon as is practicable. The Attorney
5 General may make or continue such arrangements for the
6 training of security screeners under that section as the
7 Attorney General determines necessary pending full imple-
8 mentation of that section as so amended.

9 (d) SCREENER PERSONNEL.—Notwithstanding any
10 other provision of law, the Attorney General may employ,
11 appoint, discipline, terminate, and fix the compensation,
12 terms, and conditions of employment of Federal service
13 for such a number of individuals as the Attorney General
14 determines to be necessary to carry out the passenger se-
15 curity screening functions of the Attorney General under
16 section 44901 of title 49, United States Code.

17 (e) STRIKES PROHIBITED.—An individual employed
18 as a security screener under section 44901 of title 49,
19 United States Code, is prohibited from participating in a
20 strike or asserting the right to strike pursuant to section
21 7311(3) or 7116(b)(7) of title 5, United States Code.

22 (f) BACKGROUND CHECKS FOR EXISTING EMPLOY-
23 EES.—

1 (1) IN GENERAL.—Section 44936 of title 49,
2 United States Code, is amended by inserting “is or”
3 before “will” in subsection (a)(1)(B)(i).

4 (2) EFFECTIVE DATE.—The amendments made
5 by paragraph (1) apply with respect to individuals
6 employed on or after the date of enactment of the
7 Aviation Security Act in a position described in sub-
8 paragraph (A) or (B) of section 44936(a)(1) of title
9 49, United States Code. The Secretary of Transpor-
10 tation may provide by order for a phased-in imple-
11 mentation of the requirements of section 44936 of
12 that title made applicable to individuals employed in
13 such positions at airports on the date of enactment
14 of this Act.

15 **SEC. 110. RESEARCH AND DEVELOPMENT.**

16 (a) IN GENERAL.—Section 44912(b)(1) of title 49,
17 United States Code, is amended—

18 (1) by striking “complete an intensive review
19 of” and inserting “periodically review”;

20 (2) by striking “commercial aircraft in service
21 and expected to be in service in the 10-year period
22 beginning on November 16, 1990;” in subparagraph
23 (B) and inserting “aircraft in air transportation;”;
24 and

1 (3) by redesignating subparagraphs (D)
2 through (F) as subparagraphs (E) through (G), re-
3 spectively, and inserting after subparagraph (C) the
4 following:

5 “(D) the potential release of chemical, bio-
6 logical, or similar weapons or devices either
7 within an aircraft or within an airport;”.

8 (b) ADDITIONAL MATTERS REGARDING RESEARCH
9 AND DEVELOPMENT.—

10 (1) ADDITIONAL PROGRAM REQUIREMENTS.—

11 Subsection (a) of section 44912 of title 49, United
12 States Code, is amended—

13 (A) by redesignating paragraph (4) as
14 paragraph (5); and

15 (B) by inserting after paragraph (3) the
16 following new paragraph (4):

17 “(4)(A) In carrying out the program established
18 under this subsection, the Administrator shall designate
19 an individual to be responsible for engineering, research,
20 and development with respect to security technology under
21 the program.

22 “(B) The individual designated under subparagraph
23 (A) shall use appropriate systems engineering and risk
24 management models in making decisions regarding the al-
25 location of funds for engineering, research, and develop-

1 ment with respect to security technology under the pro-
2 gram.

3 “(C) The individual designated under subparagraph
4 (A) shall, on an annual basis, submit to the Research, En-
5 gineering and Development Advisory Committee a report
6 on activities under this paragraph during the preceding
7 year. Each report shall include, for the year covered by
8 such report, information on—

9 “(i) progress made in engineering, research,
10 and development with respect to security technology;

11 “(ii) the allocation of funds for engineering, re-
12 search, and development with respect to security
13 technology; and

14 “(iii) engineering, research, and development
15 with respect to any technologies drawn from other
16 agencies, including the rationale for engineering, re-
17 search, and development with respect to such tech-
18 nologies.”.

19 (2) REVIEW OF THREATS.—Subsection (b)(1)
20 of that section is amended—

21 (A) by redesignating subparagraphs (A)
22 through (F) as subparagraphs (B) through (G),
23 respectively; and

1 (B) by inserting before subparagraph (B),
2 as so redesignated, the following new subpara-
3 graph (A):

4 “(A) a comprehensive systems analysis (employ-
5 ing vulnerability analysis, threat attribute definition,
6 and technology roadmaps) of the civil aviation sys-
7 tem, including—

8 “(i) the destruction, commandeering, or di-
9 version of civil aircraft or the use of civil air-
10 craft as a weapon; and

11 “(ii) the disruption of civil aviation service,
12 including by cyber attack;”.

13 (3) SCIENTIFIC ADVISORY PANEL.—Subsection
14 (c) of that section is amended to read as follows:

15 “(c) SCIENTIFIC ADVISORY PANEL.—(1) The Admin-
16 istrator shall establish a scientific advisory panel, as a sub-
17 committee of the Research, Engineering, and Development
18 Advisory Committee, to review, comment on, advise the
19 progress of, and recommend modifications in, the program
20 established under subsection (a) of this section, including
21 the need for long-range research programs to detect and
22 prevent catastrophic damage to commercial aircraft, com-
23 mercial aviation facilities, commercial aviation personnel
24 and passengers, and other components of the commercial

1 aviation system by the next generation of terrorist weap-
2 ons.

3 “(2)(A) The advisory panel shall consist of individ-
4 uals who have scientific and technical expertise in—

5 “(i) the development and testing of effective ex-
6 plosive detection systems;

7 “(ii) aircraft structure and experimentation to
8 decide on the type and minimum weights of explo-
9 sives that an effective explosive detection technology
10 must be capable of detecting;

11 “(iii) technologies involved in minimizing air-
12 frame damage to aircraft from explosives; and

13 “(iv) other scientific and technical areas the
14 Administrator considers appropriate.

15 “(B) In appointing individuals to the advisory panel,
16 the Administrator should consider individuals from aca-
17 demia and the national laboratories, as appropriate.

18 “(3) The Administrator shall organize the advisory
19 panel into teams capable of undertaking the review of poli-
20 cies and technologies upon request.

21 “(4) Not later than 90 days after the date of the en-
22 actment of the Aviation Security Act, and every two years
23 thereafter, the Administrator shall review the composition
24 of the advisory panel in order to ensure that the expertise

1 of the individuals on the panel is suited to the current
 2 and anticipated duties of the panel.”.

3 (c) COORDINATION WITH ATTORNEY GENERAL.—
 4 Section 44912(b) of title 49, United States Code, is
 5 amended by adding at the end the following:

6 “(3) Beginning on the date of enactment of the Avia-
 7 tion Security Act, the Administrator shall conduct all re-
 8 search related to screening technology and procedures in
 9 conjunction with the Attorney General.”.

10 **SEC. 111. FLIGHT SCHOOL SECURITY.**

11 (a) PROHIBITION.—Chapter 449 of title 49, United
 12 States Code, is amended by adding at the end the fol-
 13 lowing new section:

14 **“§ 44939. Training to operate jet-propelled aircraft**

15 “(a) PROHIBITION.—No person subject to regulation
 16 under this part may provide training in the operation of
 17 any jet-propelled aircraft to any alien (or other individual
 18 specified by the Secretary of Transportation under this
 19 section) within the United States unless the Attorney Gen-
 20 eral issues to that person a certification of the completion
 21 of a background investigation of the alien or other indi-
 22 vidual under subsection (b).

23 “(b) INVESTIGATION.—

24 “(1) REQUEST.—Upon the joint request of a
 25 person subject to regulation under this part and an

1 alien (or individual specified by the Secretary) for
2 the purposes of this section, the Attorney General
3 shall—

4 “(A) carry out a background investigation
5 of the alien or individual within 30 days after
6 the Attorney General receives the request; and

7 “(B) upon completing the investigation,
8 issue a certification of the completion of the in-
9 vestigation to the person.

10 “(2) SCOPE.—A background investigation of an
11 alien or individual under this subsection shall consist
12 of the following:

13 “(A) A determination of whether there is
14 a record of a criminal history for the alien or
15 individual and, if so, a review of the record.

16 “(B) A determination of the status of the
17 alien under the immigration laws of the United
18 States.

19 “(C) A determination of whether the alien
20 or individual presents a national security risk to
21 the United States.

22 “(3) RECURRENT TRAINING.—The Attorney
23 General shall develop expedited procedures for re-
24 quests that relate to recurrent training of an alien

1 or other individual for whom a certification has pre-
2 viously been issued under paragraph (1).

3 “(c) SANCTIONS.—A person who violates subsection
4 (a) shall be subject to administrative sanctions that the
5 Secretary of Transportation shall prescribe in regulations.
6 The sanctions may include suspension and revocation of
7 licenses and certificates issued under this part.

8 “(d) COVERED TRAINING.—For the purposes of sub-
9 section (a), training includes in-flight training, training in
10 a simulator, and any other form or aspect of training.

11 “(e) REPORTING REQUIREMENT.—Each person sub-
12 ject to regulation under this part that provides training
13 in the operation of any jet-propelled aircraft shall report
14 to the Secretary of Transportation, at such time and in
15 such manner as the Secretary may prescribe, the name,
16 address, and such other information as the Secretary may
17 require concerning—

18 “(1) each alien to whom such training is pro-
19 vided; and

20 “(2) every other individual to whom such train-
21 ing is provided as the Secretary may require.

22 “(f) ALIEN DEFINED.—In this section, the term
23 ‘alien’ has the meaning given the term in section 101(a)(3)
24 of the Immigration and Nationality Act (8 U.S.C.
25 1101(a)(3)).”.

1 (b) CLERICAL AMENDMENT.—The table of sections
2 at the beginning of such chapter is amended by adding
3 at the end the following new item:

“44939. Training to operate jet-propelled aircraft.”.

4 (c) INTERNATIONAL COOPERATION.—The Secretary
5 of Transportation, in consultation with the Secretary of
6 State, shall work with the International Civil Aviation Or-
7 ganization and the civil aviation authorities of other coun-
8 tries to improve international aviation security through
9 screening programs for flight instruction candidates.

10 **SEC. 112. REPORT TO CONGRESS ON SECURITY.**

11 Within 60 days after the date of enactment of this
12 Act, the Attorney General and the Secretary of Transpor-
13 tation shall transmit a report to the Senate Committee
14 on Commerce, Science, and Transportation and the House
15 of Representatives Committee on Transportation and In-
16 frastructure containing their joint recommendations on
17 additional measures for the Federal Government to ad-
18 dress transportation security functions.

19 **SEC. 113. GENERAL AVIATION AND AIR CHARTERS.**

20 The Secretary of Transportation shall submit to the
21 Senate Committee on Commerce, Science, and Transpor-
22 tation and the House of Representatives Committee on
23 Transportation and Infrastructure within 3 months after
24 the date of enactment of this Act a report on how to im-

1 prove security with respect to general aviation and air
2 charter operations in the United States.

3 **SEC. 114. INCREASED PENALTIES FOR INTERFERENCE**
4 **WITH SECURITY PERSONNEL.**

5 (a) IN GENERAL.—Chapter 465 of title 49, United
6 States Code, is amended by inserting after section 46502
7 the following:

8 **“§ 46503. Interference with security screening per-**
9 **sonnel**

10 “An individual in an area within a commercial service
11 airport in the United States who, by assaulting or intimi-
12 dating a Federal, airport, or air carrier employee who has
13 security duties within the airport, interferes with the per-
14 formance of the duties of the employee or lessens the abil-
15 ity of the employee to perform those duties, shall be fined
16 under title 18, imprisoned for not more than 10 years,
17 or both. If the individual used a dangerous weapon in com-
18 mitting the assault, intimidation, or interference, the indi-
19 vidual may be imprisoned for any term of years or life
20 imprisonment.”.

21 (b) CONFORMING AMENDMENT.—The chapter anal-
22 ysis for chapter 465 of such title is amended by inserting
23 after the item relating to section 46502 the following:

“46503. Interference with security screening personnel”.

1 **SEC. 115. SECURITY-RELATED STUDY BY FAA.**

2 Within 120 days after the date of enactment of this
3 Act, the Administrator of the Federal Aviation Adminis-
4 tration shall transmit to the Senate Committee on Com-
5 merce, Science, and Transportation and the House of Rep-
6 resentatives Committee on Transportation and Infrastruc-
7 ture a report setting forth the Administrator's findings
8 and recommendations on the following aviation security-
9 related issues:

10 (1) A requirement that individuals employed at
11 an airport with scheduled passenger service, and law
12 enforcement personnel at such an airport, be
13 screened via electronic identity verification or, until
14 such verification is possible, have their identity
15 verified by visual inspection.

16 (2) The installation of switches in the cabin for
17 use by cabin crew to notify the flight crew discreetly
18 that there is a security breach in the cabin.

19 (3) A requirement that air carriers and airports
20 revalidate all employee identification cards using
21 hologram stickers, through card re-issuance, or
22 through electronic revalidation.

23 (4) The updating of the common strategy used
24 by the Administration, law enforcement agencies, air
25 carriers, and flight crews during hijackings to in-
26 clude measures to deal with suicidal hijackers and

1 other extremely dangerous events not currently dealt
2 with by the strategy.

3 (5) The use of technology that will permit en-
4 hanced instant communications and information be-
5 tween airborne passenger aircraft and appropriate
6 individuals or facilities on the ground.

7 **SEC. 116. AIR TRANSPORTATION ARRANGEMENTS IN CER-**
8 **TAIN STATES.**

9 (a) IN GENERAL.—Notwithstanding any provision of
10 section 41309(a) of title 49, United States Code, to the
11 contrary, air carriers providing air transportation on
12 flights which both originate and terminate at points within
13 the same State may file an agreement, request, modifica-
14 tion, or cancellation of an agreement within the scope of
15 that section with the Secretary of Transportation upon a
16 declaration by the Governor of the State that such agree-
17 ment, request, modification, or cancellation is necessary
18 to ensure the continuing availability of such air transpor-
19 tation within that State.

20 (b) APPROVAL OF SECRETARY.—The Secretary may
21 approve any such agreement, request, modification, or
22 cancellation and grant an exemption under section
23 41308(c) of title 49, United States Code, to the extent
24 necessary to effectuate such agreement, request, modifica-

tion, or cancellation, without regard to the provisions of section 41309(b) or (c) of that title.

(c) PUBLIC INTEREST REQUIREMENT.—The Secretary may approve such an agreement, request, modification, or cancellation if the Secretary determines that—

(1) the State to which it relates has extraordinary air transportation needs and concerns; and

(2) approval is in the public interest.

(d) TERMINATION.—An approval under subsection (b) and an exemption under section 41308(c) of title 49, United States Code, granted under subsection (b) shall terminate on the earlier of the 2 following dates:

(1) A date established by the Secretary in the Secretary's discretion.

(2) October 1, 2002.

(e) EXTENSION.—Notwithstanding subsection (d), if the Secretary determines that it is in the public interest, the Secretary may extend the termination date under subsection (d)(2) until a date no later than October 1, 2003.

SEC. 117. AIRLINE COMPUTER RESERVATION SYSTEMS.

(a) IN GENERAL.—In order to ensure that all airline computer reservation systems maintained by United States air carriers are secure from unauthorized access by persons seeking information on reservations, passenger manifests, or other non-public information, the Secretary

1 of Transportation shall require all such air carriers to uti-
 2 lize to the maximum extent practicable the best technology
 3 available to secure their computer reservation system
 4 against such unauthorized access.

5 (b) REPORT.—The Secretary shall transmit an an-
 6 nual report to the Senate Committee on Commerce,
 7 Science, and Transportation and to the House of Rep-
 8 resentatives Committee on Transportation and Infrastruc-
 9 ture on compliance by United States air carriers with the
 10 requirements of subsection (a).

11 **SEC. 118. SECURITY FUNDING.**

12 (a) USER FEE FOR SECURITY SERVICES.—

13 (1) IN GENERAL.—Chapter 481 is amended by
 14 adding at the end thereof the following:

15 **“§ 48114. User fee for security services charge**

16 “(a) IN GENERAL.—The Secretary of Transportation
 17 shall collect a user fee from air carriers. Amounts collected
 18 under this section shall be treated as offsetting collections
 19 to offset annual appropriations for the costs of providing
 20 aviation security services.

21 “(b) AMOUNT OF FEE.—Air carriers shall remit
 22 \$2.50 for each passenger enplanement.

23 “(c) USE OF FEES.—A fee collected under this sec-
 24 tion shall be used solely for the costs associated with pro-

1 viding aviation security services and may be used only to
 2 the extent provided in advance in an appropriation law.”.

3 (2) CLERICAL AMENDMENT.—The table of sec-
 4 tions for chapter 481 is amended by adding at the
 5 end thereof the following:

“48114. User fee for security services”.

6 (3) EFFECTIVE DATE.—The amendment made
 7 by paragraph (1) shall apply with respect to trans-
 8 portation beginning after the date which is 180 days
 9 after the date of enactment of this Act.

10 (b) SPECIFIC AUTHORIZATION OF APPROPRIA-
 11 TIONS.—

12 (1) IN GENERAL.—Part C of subtitle VII of
 13 title 49, United States Code, is amended by adding
 14 at the end the following:

15 “CHAPTER 483. AVIATION SECURITY FUNDING.

“Sec.

“48301. Aviation security funding

16 “§ 48301. Aviation security funding

17 “There are authorized to be appropriated for fiscal
 18 years 2002, 2003, and 2004, such sums as may be nec-
 19 essary to carry out chapter 449 and related aviation secu-
 20 rity activities under this title.”.

21 (2) CONFORMING AMENDMENT.—The subtitle
 22 analysis for subtitle VII of title 49, United States

1 Code, is amended by inserting after the item relating
 2 to chapter 482 the following:

“483. Aviation Security Funding 48301”.

3 **SEC. 119. INCREASED FUNDING FLEXIBILITY FOR AVIATION**
 4 **SECURITY.**

5 (a) LIMITED USE OF AIRPORT IMPROVEMENT PRO-
 6 GRAM FUNDS.—

7 (1) BLANKET AUTHORITY.—Notwithstanding
 8 any provision of law to the contrary, including any
 9 provision of chapter 471 of title 49, United States
 10 Code, or any rule, regulation, or agreement there-
 11 under, for fiscal year 2002 the Administrator of the
 12 Federal Aviation Administration may permit an air-
 13 port operator to use amounts made available under
 14 that chapter to defray additional direct security-re-
 15 lated expenses imposed by law or rule after Sep-
 16 tember 11, 2001, for which funds are not otherwise
 17 specifically appropriated or made available under
 18 this or any other Act.

19 (2) AIRPORT DEVELOPMENT FUNDS.—Section
 20 47102(3) of title 49, United States Code, is amend-
 21 ed by adding at the end the following:

22 “(J) after September 11, 2001, and before
 23 October 1, 2002, for fiscal year 2002, addi-
 24 tional operational requirements, improvement of
 25 facilities, purchase and deployment of equip-

1 ment, hiring, training, and providing appro-
 2 priate personnel, or an airport or any aviation
 3 operator at an airport, that the Secretary deter-
 4 mines will enhance and ensure the security of
 5 passengers and other persons involved in air
 6 travel.”.

7 (3) ALLOWABLE COSTS.—Section 47110(b)(2)
 8 of title 49, United States Code, is amended—

9 (A) by striking “or” in subparagraph (B);

10 (B) by inserting “or” after “executed;” in
 11 subparagraph (C); and

12 (C) by adding at the end the following:

13 “(D) if the cost is incurred after Sep-
 14 tember 11, 2001, for a project described in sec-
 15 tion 47102(3)(J), and shall not depend upon
 16 the date of execution of a grant agreement
 17 made under this subchapter;”.

18 (4) DISCRETIONARY GRANTS.—Section 47115
 19 of title 49, United States Code, is amended by add-
 20 ing at the end the following:

21 “(i) CONSIDERATIONS FOR PROJECT UNDER EX-
 22 PANDED SECURITY ELIGIBILITY.—In order to assure that
 23 funding under this subchapter is provided to the greatest
 24 needs, the Secretary, in selecting a project described in
 25 section 47102(3)(J) for a grant, shall consider the non-

1 federal resources available to sponsor, the use of such non-
 2 federal resources, and the degree to which the sponsor is
 3 providing increased funding for the project.”.

4 (5) FEDERAL SHARE.—Section 47109(a) of
 5 title 49, United States Code, is amended—

6 (A) by striking “and” in paragraph (3);

7 (B) by striking “47134.” in paragraph (4)
 8 and inserting “47134; and”; and

9 (C) by adding at the end the following:

10 “(5) for fiscal year 2002, 100 percent for a
 11 project described in section 47102(3)(J).”.

12 (b) APPORTIONED FUNDS.—For the purpose of car-
 13 rying out section 47114 of title 49, United States Code,
 14 for fiscal year 2003, the Secretary shall use, in lieu of
 15 passenger boardings at an airport during the prior cal-
 16 endar year, the greater of—

17 (1) the number of passenger boardings at that
 18 airport during 2000; or

19 (2) the number of passenger boardings at that
 20 airport during 2001.

21 (c) EXPEDITED PROCESSING OF SECURITY-RELATED
 22 PFC REQUESTS.—The Administrator of the Federal
 23 Aviation Administration shall, to the extent feasible, expe-
 24 dite the processing and approval of passenger facility fee
 25 requests under subchapter I of chapter 471 of title 49,

1 United States Code, for projects described in section
2 47192(3)(J) of title 49, United States Code.

3 **SEC. 120. AUTHORIZATION OF FUNDS FOR REIMBURSE-**
4 **MENT OF AIRPORTS FOR SECURITY MAN-**
5 **DATES.**

6 (a) AUTHORIZATION OF APPROPRIATIONS.—There
7 are authorized to be appropriated to the Secretary of
8 Transportation such sums as may be necessary for fiscal
9 year 2002 to compensate airport operators for eligible se-
10 curity costs.

11 (b) REIMBURSABLE COSTS.—The Secretary may re-
12 imburse an airport operator (from amounts made available
13 for obligation under subsection (a)) for the direct costs
14 incurred by the airport operator in complying with new,
15 additional, or revised security requirements imposed on
16 airport operators by the Federal Aviation Administration
17 on or after September 11, 2001.

18 (c) DOCUMENTATION OF COSTS; AUDIT.—The Sec-
19 retary may not reimburse an airport operator under this
20 section for any cost for which the airport operator does
21 not demonstrate to the satisfaction of the Secretary, using
22 sworn financial statements or other appropriate data,
23 that—

24 (1) the cost is eligible for reimbursement under
25 subsection (b); and

1 (2) the cost was incurred by the airport oper-
2 ator.

3 The Inspector General of the Department of Transpor-
4 tation and the Comptroller General of the United States
5 may audit such statements and may request any other in-
6 formation that necessary to conduct such an audit.

7 (d) CLAIM PROCEDURE.—Within 30 days after the
8 date of enactment of this Act, the Secretary, after con-
9 sultation with airport operators, shall publish in the Fed-
10 eral Register the procedures for filing claims for reim-
11 bursement under this section of eligible costs incurred by
12 airport operators.

13 **SEC. 121. ENCOURAGING AIRLINE EMPLOYEES TO REPORT**
14 **SUSPICIOUS ACTIVITIES.**

15 (a) IN GENERAL.—Subchapter II of chapter 449 of
16 title 49, United States Code, is amended by inserting at
17 the end the following:

18 **“§ 44940. Immunity for reporting suspicious activities**

19 “(a) IN GENERAL.—Any air carrier or foreign air
20 carrier or any employee of an air carrier or foreign air
21 carrier who makes a voluntary disclosure of any suspicious
22 transaction relevant to a possible violation of law or regu-
23 lation, relating to air piracy, a threat to aircraft or pas-
24 senger safety, or terrorism, as defined by section 3077 of
25 title 18, United States Code, to any employee or agent

1 of the Department of Transportation, the Department of
2 Justice, any Federal, State, or local law enforcement offi-
3 cer, or any airport or airline security officer shall not be
4 civilly liable to any person under any law or regulation
5 of the United States, any constitution, law, or regulation
6 of any State or political subdivision of any State, for such
7 disclosure.

8 “(b) APPLICATION.—Subsection (a) shall not apply
9 to—

10 “(1) any disclosure made with actual knowledge
11 that the disclosure was false, inaccurate, or mis-
12 leading; or

13 “(2) any disclosure made with reckless dis-
14 regard as to the truth or falsity of that disclosure.

15 **“§ 44941. Sharing security risk information**

16 “The Attorney General, in consultation with the Dep-
17 uty Secretary for Transportation Security and the Direc-
18 tor of the Federal Bureau of Investigation, shall establish
19 procedures for notifying the Administrator of the Federal
20 Aviation Administration, and airport or airline security of-
21 ficers, of the identity of persons known or suspected by
22 the Attorney General to pose a risk of air piracy or ter-
23 rorism or a threat to airline or passenger safety.”.

24 (b) REPORT.—Not later than 120 days after the date
25 of enactment of this Act, the Attorney General shall report

1 to the Senate Committee on Commerce, Science, and
 2 Transportation, the House Committee on Transportation
 3 and Infrastructure, and the Judiciary Committees of the
 4 Senate and the House of Representatives on the imple-
 5 mentation of the procedures required under section 44941
 6 of title 49, United States Code, as added by this section.

7 (c) CHAPTER ANALYSIS.—The chapter analysis for
 8 chapter 449 of title 49, United States Code, is amended
 9 by inserting at the end the following:

“44940. Immunity for reporting suspicious activities.
 “44941. Sharing security risk information.”.

10 **SEC. 122. LESS-THAN-LETHAL WEAPONRY FOR FLIGHT**
 11 **DECK CREWS.**

12 (a) NATIONAL INSTITUTE OF JUSTICE STUDY.—The
 13 National Institute of Justice shall assess the range of less-
 14 than-lethal weaponry available for use by a flight deck
 15 crewmember temporarily to incapacitate an individual who
 16 presents a clear and present danger to the safety of the
 17 aircraft, its passengers, or individuals on the ground and
 18 report its findings and recommendations to the Secretary
 19 of Transportation within 90 days after the date of enact-
 20 ment of this Act.

21 (b) Section 44903 of title 49, United States Code,
 22 is amended by adding at the end the following:

23 “(h) AUTHORITY TO ARM FLIGHT DECK CREW WITH
 24 LESS-THAN-LETHAL WEAPONS.—

1 “(1) IN GENERAL.—If the Secretary, after re-
2 ceiving the recommendations of the National Insti-
3 tute of Justice, determines, with the approval of the
4 Attorney General and the Secretary of State, that it
5 is appropriate and necessary and would effectively
6 serve the public interest in avoiding air piracy, the
7 Secretary may authorize members of the flight deck
8 crew on any aircraft providing air transportation or
9 intrastate air transportation to carry a less-than-le-
10 thal weapon while the aircraft is engaged in pro-
11 viding such transportation.

12 “(2) USAGE.—If the Secretary grants authority
13 under paragraph (1) for flight deck crew members
14 to carry a less-than-lethal weapon while engaged in
15 providing air transportation or intrastate air trans-
16 portation, the Secretary shall—

17 “(A) prescribe rules requiring that any
18 such crew member be trained in the proper use
19 of the weapon; and

20 “(B) prescribe guidelines setting forth the
21 circumstances under which such weapons may
22 be used.”.

23 **SEC. 123. MAIL AND FREIGHT WAIVERS.**

24 During a national emergency affecting air transpor-
25 tation or intrastate air transportation, the Secretary of

1 Transportation, after consultation with the Aviation Secu-
2 rity Coordination Council, may grant a complete or partial
3 waiver of any restrictions on the carriage by aircraft of
4 freight, mail, emergency medical supplies, personnel, or
5 patients on aircraft, imposed by the Department of Trans-
6 portation (or other Federal agency or department) that
7 would permit such carriage of freight, mail, emergency
8 medical supplies, personnel, or patients on flights, to,
9 from, or within States with extraordinary air transpor-
10 tation needs or concerns if the Secretary determines that
11 the waiver is in the public interest, taking into consider-
12 ation the isolation of and dependence on air transportation
13 of such States. The Secretary may impose reasonable limi-
14 tations on any such waivers.

15 **SEC. 124. SAFETY AND SECURITY OF ON-BOARD SUPPLIES.**

16 (a) IN GENERAL.—The Secretary of Transportation
17 shall establish procedures to ensure the safety and integ-
18 rity of all supplies, including catering and passenger
19 amenities, placed aboard aircraft providing passenger air
20 transportation or intrastate air transportation.

21 (b) MEASURES.—In carrying out subsection (a), the
22 Secretary may require—

23 (1) security procedures for suppliers and their
24 facilities;

1 (2) the sealing of supplies to ensure easy visual
2 detection of tampering; and

3 (3) the screening of personnel, vehicles, and
4 supplies entering secured areas of the airport or
5 used in servicing aircraft.

6 **SEC. 125. FLIGHT DECK SECURITY**

7 (a) **SHORT TITLE.**—This section may be cited as the
8 “Flight Deck Security Act of 2001”.

9 (b) **FINDINGS.**—Congress makes the following find-
10 ings:

11 (1) On September 11, 2001, terrorists hijacked
12 four civilian aircraft, crashing two of the aircraft
13 into the towers of the World Trade Center in New
14 York, New York, and a third into the Pentagon out-
15 side Washington, District of Columbia.

16 (2) Thousands of innocent Americans and citi-
17 zens of other countries were killed or injured as a
18 result of these attacks, including the passengers and
19 crew of the four aircraft, workers in the World
20 Trade Center and in the Pentagon, rescue workers,
21 and bystanders.

22 (3) These attacks destroyed both towers of the
23 World Trade Center, as well as adjacent buildings,
24 and seriously damaged the Pentagon.

1 (4) These attacks were by far the deadliest ter-
2 rorist attacks ever launched against the United
3 States and, by targeting symbols of America, clearly
4 were intended to intimidate our Nation and weaken
5 its resolve.

6 (5) Armed pilots, co-pilots, and flight engineers
7 with proper training will be the last line of defense
8 against terrorist by providing cockpit security and
9 aircraft security.

10 (6) Secured doors separating the flight deck
11 from the passenger cabin have been effective in de-
12 terrering hijackings in other nations and will serve as
13 a deterrent to future contemplated acts of terrorism
14 in the United States.

15 (c) AVIATION SAFETY AND THE SUPPRESSION OF
16 TERRORISM BY COMMERCIAL AIRCRAFT.—

17 (1) POSSESSION OF FIREARMS ON COMMERCIAL
18 FLIGHTS.—The Federal Aviation Administration
19 (FAA) is authorized to permit a pilot, co-pilot, or
20 flight engineer of a commercial aircraft who has suc-
21 cessfully completed the requirements of paragraph
22 (2), or who is not otherwise prohibited by law from
23 possessing a firearm, from possessing or carrying a
24 firearm approved by the FAA for the protection of

1 the aircraft under procedures or regulations as nec-
2 essary to ensure the safety and integrity of flight.

3 (2) FEDERAL PILOT OFFICERS.—(A) In addi-
4 tion to the protections provided by paragraph (1),
5 the FAA shall also establish a voluntary program to
6 train and supervise commercial airline pilots.

7 (B) Under the program, the FAA shall make
8 available appropriate training and supervision for all
9 such pilots, which may include training by private
10 entities.

11 (C) The power granted to such persons shall be
12 limited to enforcing Federal law in the cockpit of
13 commercial aircraft and, under reasonable cir-
14 cumstances the passenger compartment to protect
15 the integrity of the commercial aircraft and the lives
16 of the passengers.

17 (D) The FAA shall make available appropriate
18 training to any qualified pilot who requests such
19 training pursuant to this title.

20 (E) The FAA may prescribe regulations for
21 purposes of this section.

22 (d) REPORTS TO CONGRESS.—Not later than six
23 months after the date of the enactment of this Act, and
24 every six months thereafter, the Secretary of Transpor-
25 tation shall submit to Congress a report on the effective-

1 ness of the requirements in this section in facilitating com-
2 mercial aviation safety and the suppression of terrorism
3 by commercial aircraft.

4 **SEC. 126. AMENDMENTS TO AIRMEN REGISTRY AUTHORITY.**

5 Section 44703(g) of title 49, United States Code, is
6 amended—

7 (1) in the first sentence of paragraph (1)—

8 (A) by striking “pilots” and inserting “air-
9 men”; and

10 (B) by striking the period and inserting
11 “and related to combating acts of terrorism.”;
12 and

13 (2) by adding at the end, the following new
14 paragraphs:

15 “(3) For purposes of this section, the term ‘acts of
16 terrorism’ means an activity that involves a violent act or
17 an act dangerous to human life that is a violation of the
18 criminal laws of the United States or of any State, or that
19 would be a criminal violation if committed within the juris-
20 diction of the United States or of any State, and appears
21 to be intended to intimidate or coerce a civilian population
22 to influence the policy of a government by intimidation
23 or coercion or to affect the conduct of a government by
24 assassination or kidnaping.

1 “(4) The Administrator is authorized and directed to
 2 work with State and local authorities, and other Federal
 3 agencies, to assist in the identification of individuals ap-
 4 plying for or holding airmen certificates.”.

5 **SEC. 127. RESULTS-BASED MANAGEMENT.**

6 Subchapter II of chapter 449 of title 49, United
 7 States Code, is amended by adding at the end the fol-
 8 lowing:

9 **“§ 44942. Performance Goals and Objectives**

10 “(a) SHORT TERM TRANSITION.—

11 “(1) IN GENERAL.—Within 60 days of enact-
 12 ment, the Deputy Secretary for Transportation Se-
 13 curity shall, in consultation with Congress—

14 “(A) establish acceptable levels of perform-
 15 ance for aviation security, including screening
 16 operations and access control, and

17 “(B) provide Congress with an action plan,
 18 containing measurable goals and milestones,
 19 that outlines how those levels of performance
 20 will be achieved.

21 “(2) BASICS OF ACTION PLAN.—The action
 22 plan shall clarify the responsibilities of the Depart-
 23 ment of Transportation, the Federal Aviation Ad-
 24 ministration and any other agency or organization

1 that may have a role in ensuring the safety and se-
2 curity of the civil air transportation system.

3 “(b) LONG-TERM RESULTS-BASED MANAGEMENT.—

4 “(1) PERFORMANCE PLAN AND REPORT.—

5 “(A) PERFORMANCE PLAN.—(i) Each year,
6 consistent with the requirements of the Govern-
7 ment Performance and Results Act of 1993
8 (GPRA), the Secretary and the Deputy Sec-
9 retary for Transportation Security shall agree
10 on a performance plan for the succeeding 5
11 years that establishes measurable goals and ob-
12 jectives for aviation security. The plan shall
13 identify action steps necessary to achieve such
14 goals.

15 “(ii) In addition to meeting the require-
16 ments of GPRA, the performance plan shall
17 clarify the responsibilities of the Secretary, the
18 Deputy Secretary for Transportation Security
19 and any other agency or organization that may
20 have a role in ensuring the safety and security
21 of the civil air transportation system.

22 “(iii) The performance plan shall be avail-
23 able to the public. The Deputy Secretary for
24 Transportation Security may prepare a non-
25 public appendix covering performance goals and

1 indicators that, if revealed to the public, would
2 likely impede achievement of those goals and in-
3 dicators.

4 “(B) PERFORMANCE REPORT.—(i) Each
5 year, consistent with the requirements of
6 GPRA, the Deputy Secretary for Transpor-
7 tation Security shall prepare and submit to
8 Congress an annual report including an evalua-
9 tion of the extent goals and objectives were met.
10 The report shall include the results achieved
11 during the year relative to the goals established
12 in the performance plan.

13 “(ii) The performance report shall be avail-
14 able to the public. The Deputy Secretary for
15 Transportation Security may prepare a non-
16 public appendix covering performance goals and
17 indicators that, if revealed to the public, would
18 likely impede achievement of those goals and in-
19 dicators.

20 **“§ 44943. Performance Management System**

21 “(a) ESTABLISHING A FAIR AND EQUITABLE SYS-
22 TEM FOR MEASURING STAFF PERFORMANCE.—The Dep-
23 uty Secretary for Transportation Security shall establish
24 a performance management system which strengthens the
25 organization’s effectiveness by providing for the establish-

1 ment of goals and objectives for managers, employees, and
2 organizational performance consistent with the perform-
3 ance plan.

4 “(b) ESTABLISHING MANAGEMENT ACCOUNTABILITY
5 FOR MEETING PERFORMANCE GOALS.—(1) Each year,
6 the Secretary and Deputy Secretary for Transportation
7 Security shall enter into an annual performance agree-
8 ment that shall set forth organizational and individual per-
9 formance goals for the Deputy Secretary.

10 “(2) Each year, the Deputy Secretary for Transpor-
11 tation Security and each senior manager who reports to
12 the Deputy Secretary for Transportation Security shall
13 enter into an annual performance agreement that sets
14 forth organization and individual goals for those man-
15 agers. All other employees hired under the authority of
16 the Deputy Secretary for Transportation Security shall
17 enter into an annual performance agreement that sets
18 forth organization and individual goals for those employ-
19 ees.

20 “(c) COMPENSATION FOR THE DEPUTY SECRETARY
21 FOR TRANSPORTATION SECURITY.—

22 “(1) IN GENERAL.—The Deputy Secretary for
23 Transportation Security is authorized to be paid at
24 an annual rate of pay payable to level II of the Ex-
25 ecutive Schedule.

1 “(2) BONUSES OR OTHER INCENTIVES.—In ad-
2 dition, the Deputy Secretary for Transportation Se-
3 curity may receive bonuses or other incentives, based
4 upon the Secretary’s evaluation of the Deputy Sec-
5 retary’s performance in relation to the goals set
6 forth in the agreement. Total compensation cannot
7 exceed the Secretary’s salary.

8 “(d) COMPENSATION FOR MANAGERS AND OTHER
9 EMPLOYEES.—

10 “(1) IN GENERAL.—A senior manager reporting
11 directly to the Deputy Secretary for Transportation
12 Security may be paid at an annual rate of basic pay
13 of not more than the maximum rate of basic pay for
14 the Senior Executive Service under section 5382 of
15 title 5, United States Code.

16 “(2) BONUSES OR OTHER INCENTIVES.—In ad-
17 dition, senior managers can receive bonuses or other
18 incentives based on the Deputy Secretary for Trans-
19 portation Security’s evaluation of their performance
20 in relation to goals in agreements. Total compensa-
21 tion cannot exceed 125 percent of the maximum rate
22 of base pay for the Senior Executive Service. Fur-
23 ther, the Deputy Secretary for Transportation Secu-
24 rity shall establish, within the performance manage-
25 ment system, a program allowing for the payment of

1 bonuses or other incentives to other managers and
2 employees. Such a program shall provide for bonuses
3 or other incentives based on their performance.

4 “(e) PERFORMANCE-BASED SERVICE CON-
5 TRACTING.—To the extent contracts, if any, are used to
6 implement the Aviation Security Act, the Deputy Sec-
7 retary for Transportation Security shall, to the extent
8 practical, maximize the use of performance-based service
9 contracts. These contracts should be consistent with
10 guidelines published by the Office of Federal Procurement
11 Policy.”.

12 **SEC. 128. USE OF FACILITIES.**

13 (a) EMPLOYMENT REGISTER.—Notwithstanding
14 any other provision of law, the Secretary of Transpor-
15 tation shall establish and maintain an employment reg-
16 ister.

17 (b) TRAINING FACILITY.—The Secretary of Trans-
18 portation may, where feasible, use the existing Federal
19 Aviation Administration’s training facilities, to design, de-
20 velop, or conduct training of security screening personnel.

1 **SEC. 129. REPORT ON NATIONAL AIR SPACE RESTRICTIONS**
2 **PUT IN PLACE AFTER TERRORIST ATTACKS**
3 **THAT REMAIN IN PLACE.**

4 (a) REPORT.—Within 30 days of the enactment of
5 this Act, the President shall submit to the committees of
6 Congress specified in subsection (b) a report containing—

7 (1) a description of each restriction, if any, on
8 the use of national airspace put in place as a result
9 of the September 11, 2001, terrorist attacks that re-
10 mains in place as of the date of the enactment of
11 this Act; and

12 (2) a justification for such restriction remaining
13 in place.

14 (b) COMMITTEES OF CONGRESS.—The committees of
15 Congress specified in this subsection are the following:

16 (1) The Select Committee on Intelligence of the
17 Senate.

18 (2) The Permanent Select Committee on Intel-
19 ligence of the House of Representatives.

20 (3) The Committee on Commerce, Science, and
21 Transportation of the Senate.

22 (4) The Committee on Transportation and In-
23 frastructure of the House of Representatives.

1 **SEC. 130. VOLUNTARY PROVISION OF EMERGENCY SERV-**
2 **ICES DURING COMMERCIAL FLIGHTS.**

3 (a) PROGRAM FOR PROVISION OF VOLUNTARY SERV-
4 ICES.—

5 (1) PROGRAM.—The Secretary of Transpor-
6 tation shall carry out a program to permit qualified
7 law enforcement officers, firefighters, and emergency
8 medical technicians to provide emergency services on
9 commercial air flights during emergencies.

10 (2) REQUIREMENTS.—The Secretary shall es-
11 tablish such requirements for qualifications of pro-
12 viders of voluntary services under the program under
13 paragraph (1), including training requirements, as
14 the Secretary considers appropriate.

15 (3) CONFIDENTIALITY OF REGISTRY.—If as
16 part of the program under paragraph (1) the Sec-
17 retary requires or permits registration of law en-
18 forcement officers, firefighters, or emergency med-
19 ical technicians who are willing to provide emergency
20 services on commercial flights during emergencies,
21 the Secretary shall take appropriate actions to en-
22 sure that the registry is available only to appropriate
23 airline personnel and otherwise remains confidential.

24 (4) CONSULTATION.—The Secretary shall con-
25 sult with appropriate representatives of the commer-
26 cial airline industry, and organizations representing

1 community-based law enforcement, firefighters, and
 2 emergency medical technicians, in carrying out the
 3 program under paragraph (1), including the actions
 4 taken under paragraph (3).

5 (b) PROTECTION FROM LIABILITY.—

6 (1) IN GENERAL.—Subchapter II of chapter
 7 449 of title 49, United States Code, is amended by
 8 adding at the end the following new section:

9 **“§ 44944. Exemption of volunteers from liability**

10 “(a) IN GENERAL.—An individual shall not be liable
 11 for damages in any action brought in a Federal or State
 12 court that arises from an act or omission of the individual
 13 in providing or attempting to provide assistance in the
 14 case of an inflight emergency in an aircraft of an air car-
 15 rier if the individual meets such qualifications as the Sec-
 16 retary shall prescribe for purposes of this section.

17 “(b) EXCEPTION.—The exemption under subsection
 18 (a) shall not apply in any case in which an individual pro-
 19 vides, or attempts to provide, assistance described in that
 20 paragraph in a manner that constitutes gross negligence
 21 or willful misconduct.”.

22 (2) CLERICAL AMENDMENT.—The table of sec-
 23 tions at the beginning of such chapter is amended
 24 by adding at the end the following new item:

“44944. Exemption of volunteers from liability.”.

1 (c) CONSTRUCTION REGARDING POSSESSION OF
2 FIREARMS.—Nothing in this section may be construed to
3 require any modification of regulations of the Department
4 of Transportation governing the possession of firearms
5 while in aircraft or air transportation facilities or to au-
6 thorize the possession of a firearm in an aircraft or any
7 such facility not authorized under those regulations.

8 **SEC. 131. ENHANCED SECURITY FOR AIRCRAFT.**

9 (a) SECURITY FOR LARGER AIRCRAFT.—

10 (1) PROGRAM REQUIRED.—Not later than 90
11 days after the date of the enactment of this Act, the
12 Administrator of the Federal Aviation Administra-
13 tion shall commence implementation of a program to
14 provide security screening for all aircraft operations
15 conducted with respect to any aircraft having a max-
16 imum certified takeoff weight of more than 12,500
17 pounds that is not operating as of the date of the
18 implementation of the program under security proce-
19 dures prescribed by the Administrator.

20 (2) WAIVER.—

21 (A) AUTHORITY TO WAIVE.—The Adminis-
22 trator may waive the applicability of the pro-
23 gram under this section with respect to any air-
24 craft or class of aircraft otherwise described by
25 this section if the Administrator determines

1 that aircraft described in this section can be op-
2 erated safely without the applicability of the
3 program to such aircraft or class of aircraft, as
4 the case may be.

5 (B) LIMITATIONS.—A waiver under sub-
6 paragraph (A) may not go into effect—

7 (i) unless approved by the Secretary
8 of Transportation; and

9 (ii) until 10 days after the date on
10 which notice of the waiver has been sub-
11 mitted to the appropriate committees of
12 Congress.

13 (3) PROGRAM ELEMENTS.—The program under
14 paragraph (1) shall require the following:

15 (A) The search of any aircraft covered by
16 the program before takeoff.

17 (B) The screening of all crew members,
18 passengers, and other persons boarding any air-
19 craft covered by the program, and their prop-
20 erty to be brought on board such aircraft, be-
21 fore boarding.

22 (4) PROCEDURES FOR SEARCHES AND SCREEN-
23 ING.—The Administrator shall develop procedures
24 for searches and screenings under the program

1 under paragraph (1). Such procedures may not be
2 implemented until approved by the Secretary.

3 (b) SECURITY FOR SMALLER AIRCRAFT.—

4 (1) PROGRAM REQUIRED.—Not later than one
5 year after the date of the enactment of this Act, the
6 Administrator shall commence implementation of a
7 program to provide security for all aircraft oper-
8 ations conducted with respect to any aircraft having
9 a maximum certified takeoff weight of 12,500
10 pounds or less that is not operating as of the date
11 of the implementation of the program under security
12 procedures prescribed by the Administrator. The
13 program shall address security with respect to crew
14 members, passengers, baggage handlers, mainte-
15 nance workers, and other individuals with access to
16 aircraft covered by the program, and to baggage.

17 (2) REPORT ON PROGRAM.—Not later than 180
18 days after the date of the enactment of this Act, the
19 Secretary shall submit to the appropriate committees
20 of Congress a report containing a proposal for the
21 program to be implemented under paragraph (1).

22 (c) BACKGROUND CHECKS FOR ALIENS ENGAGED IN
23 CERTAIN TRANSACTIONS REGARDING AIRCRAFT.—

24 (1) REQUIREMENT.—Notwithstanding any
25 other provision of law and subject to paragraph (2),

1 no person or entity may sell, lease, or charter any
2 aircraft to an alien, or any other individual specified
3 by the Secretary for purposes of this subsection,
4 within the United States unless the Attorney Gen-
5 eral issues a certification of the completion of a
6 background investigation of the alien, or other indi-
7 vidual, as the case may be, that meets the require-
8 ments of section 44939(b) of title 49, United States
9 Code, as added by section 111 of this title.

10 (2) EXPIRATION.—The prohibition in para-
11 graph (1) shall expire as follows:

12 (A) In the case of an aircraft having a
13 maximum certified takeoff weight of more than
14 12,500 pounds, upon implementation of the
15 program required by subsection (a).

16 (B) In the case of an aircraft having a
17 maximum certified takeoff weight of 12,500
18 pounds or less, upon implementation of the pro-
19 gram required by subsection (b).

20 (3) ALIEN DEFINED.—In this subsection, the
21 term “alien” has the meaning given that term in
22 section 44939(f) of title 49, United States Code, as
23 so added.

1 (d) APPROPRIATE COMMITTEES OF CONGRESS DE-
2 FINED.—In this section, the term “appropriate commit-
3 tees of Congress” means—

4 (1) the Committee on Commerce, Science, and
5 Transportation of the Senate; and

6 (2) the Committee on Commerce of the House
7 of Representatives.

8 **SEC. 132. IMPLEMENTATION OF CERTAIN DETECTION**
9 **TECHNOLOGIES.**

10 (a) IN GENERAL.—Not later than September 30,
11 2002, the Assistant Administrator for Civil Aviation Secu-
12 rity shall review and make a determination on the feasi-
13 bility of implementing technologies described in subsection
14 (b).

15 (b) TECHNOLOGIES DESCRIBED.—The technologies
16 described in this subsection are technologies that are—

17 (1) designed to protect passengers, aviation em-
18 ployees, air cargo, airport facilities, and airplanes;
19 and

20 (2) material specific and able to automatically
21 and non-intrusively detect, without human interpre-
22 tation and without regard to shape or method of
23 concealment, explosives, illegal narcotics, hazardous
24 chemical agents, and nuclear devices.

1 **SEC. 133. REPORT ON NEW RESPONSIBILITIES OF THE DE-**
2 **PARTMENT OF JUSTICE FOR AVIATION SECU-**
3 **RITY.**

4 Not later than 120 days after the date of enactment
5 of this Act, the Attorney General shall report to the House
6 Committee on the Judiciary, the Senate Committee on the
7 Judiciary, the House Committee on Transportation and
8 Infrastructure, and the Senate Committee on Commerce,
9 Science, and Transportation on the new responsibilities of
10 the Department of Justice for aviation security under this
11 title.

12 **SEC. 134. DEFINITIONS.**

13 Except as otherwise explicitly provided, any term
14 used in this title that is defined in section 40102 of title
15 49, United States Code, has the meaning given that term
16 in that section.

1 **TITLE II—DEPLOYMENT AND**
2 **USE OF SECURITY TECH-**
3 **NOLOGIES**

4 **Subtitle A—Expanded Deployment**
5 **and Utilization of Current Secu-**
6 **rity Technologies and Proce-**
7 **dures**

8 **SEC. 201. EXPANDED DEPLOYMENT AND UTILIZATION OF**
9 **CURRENT SECURITY TECHNOLOGIES AND**
10 **PROCEDURES.**

11 (a) IN GENERAL.—The Administrator of the Federal
12 Aviation Administration shall require that employment in-
13 vestigations, including criminal history record checks, for
14 all individuals described in section 44936(a)(1) of title 49,
15 United States Code, who are existing employees, at air-
16 ports regularly serving an air carrier holding a certificate
17 issued by the Secretary of Transportation, should be com-
18 pleted within 9 months unless such individuals have had
19 such investigations and checks within 5 years of the date
20 of enactment of this Act. The Administrator shall devise
21 an alternative method for background checks for a person
22 applying for any airport security position who has lived
23 in the United States less than 5 years and shall have such
24 alternative background check in place as soon as possible.
25 The Administrator shall work with the International Civil

1 Aviation Organization and with appropriate authorities of
2 foreign governments in devising such alternative method.

3 (b) EXPLOSIVE DETECTION.—

4 (1) IN GENERAL.—The Administrator of the
5 Federal Aviation Administration shall deploy and
6 oversee the usage of existing bulk explosives detec-
7 tion technology already at airports for checked bag-
8 gage. Not later than 60 days after the date of enact-
9 ment of this Act, the Administrator shall establish
10 confidential goals for—

11 (A) deploying by a specific date all existing
12 bulk explosives detection scanners purchased
13 but not yet deployed by the Federal Aviation
14 Administration;

15 (B) a specific percentage of checked bag-
16 gage to be scanned by bulk explosives detection
17 machines within 6 months, and annual goals
18 thereafter with an eventual goal of scanning
19 100 percent of checked baggage; and

20 (C) the number of new bulk explosives de-
21 tection machines that will be purchased by the
22 Federal Aviation Administration for deployment
23 at the Federal Aviation Administration-identi-
24 fied midsized airports within 6 months.

1 (2) USE OF FUNDS.—For purposes of carrying
2 out this subtitle, airport operators may use funds
3 available under the Airport Improvement Program
4 described in chapter 471 of title 49, United States
5 Code, to reconfigure airport baggage handling areas
6 to accommodate the equipment described in para-
7 graph (1), if necessary. Not later than 12 months
8 after the date of enactment of this Act, and annually
9 thereafter, the Administrator shall report, on a con-
10 fidential basis, to the Committee on Commerce,
11 Science, and Transportation of the Senate and the
12 Committee on Transportation and Infrastructure of
13 the House of Representatives, the Government Ac-
14 counting Office, and the Inspector General of the
15 Department of Transportation, regarding the goals
16 and progress the Administration is making in
17 achieving those goals described in paragraph (1).

18 (3) AIRPORT DEVELOPMENT.—Section
19 47102(3)(B) of title 49, United States Code, is
20 amended—

21 (A) by striking “and” at the end of clause
22 (viii);

23 (B) by striking the period at the end of
24 clause (ix) and inserting “; and”; and

1 (C) by inserting after clause (ix) the fol-
2 lowing new clause:

3 “(x) replacement of baggage conveyor
4 systems, and reconfiguration of terminal
5 luggage areas, that the Secretary deter-
6 mines are necessary to install bulk explo-
7 sive detection devices.”.

8 (c) BAG MATCHING SYSTEM.—The Administrator of
9 the Federal Aviation Administration shall require air car-
10 riers to improve the passenger bag matching system. Not
11 later than 60 days after the date of enactment of this Act,
12 the Administrator shall establish goals for upgrading the
13 Passenger Bag Matching System, including interim meas-
14 ures to match a higher percentage of bags until Explosives
15 Detection Systems are used to scan 100 percent of
16 checked baggage. The Administrator shall report, on a
17 confidential basis, to the Committee on Commerce,
18 Science, and Transportation of the Senate and the Com-
19 mittee on Transportation and Infrastructure of the House
20 of Representatives, the Government Accounting Office,
21 and the Inspector General of the Department of Transpor-
22 tation, regarding the goals and the progress made in
23 achieving those goals within 12 months after the date of
24 enactment of this Act.

1 (d) COMPUTER-ASSISTED PASSENGER
2 PRESCREENING.—

3 (1) IN GENERAL.—The Administrator of the
4 Federal Aviation Administration shall require air
5 carriers to expand the application of the current
6 Computer-Assisted Passenger Prescreening System
7 (CAPPS) to all passengers, regardless of baggage.
8 Passengers selected under this system shall be sub-
9 ject to additional security measures, including
10 checks of carry-on baggage and person, before
11 boarding.

12 (2) REPORT.—The Administrator shall report
13 back to the Committee on Commerce, Science, and
14 Transportation of the Senate and to the Committee
15 on Transportation and Infrastructure of the House
16 of Representatives within 3 months of the date of
17 enactment of this Act on the implementation of the
18 expanded CAPPS system.

1 **Subtitle B—Short-Term Assessment**
2 **and Deployment of Emerging**
3 **Security Technologies and Pro-**
4 **cedures**

5 **SEC. 211. SHORT-TERM ASSESSMENT AND DEPLOYMENT OF**
6 **EMERGING SECURITY TECHNOLOGIES AND**
7 **PROCEDURES.**

8 Section 44903 of title 49, United States Code, is
9 amended by adding at the end the following:

10 “(i) SHORT-TERM ASSESSMENT AND DEPLOYMENT
11 OF EMERGING SECURITY TECHNOLOGIES AND PROCE-
12 DURES.—

13 “(1) IN GENERAL.—The Deputy Secretary for
14 Transportation Security shall recommend to airport
15 operators, within 6 months after the date of enact-
16 ment of this Act, commercially available measures or
17 procedures to prevent access to secure airport areas
18 by unauthorized persons. As part of the 6-month as-
19 sessment, the Deputy Secretary for Transportation
20 Security shall—

21 “(A) review the effectiveness of biometrics
22 systems currently in use at several United
23 States airports, including San Francisco Inter-
24 national;

1 “(B) review the effectiveness of increased
2 surveillance at access points;

3 “(C) review the effectiveness of card- or
4 keypad-based access systems;

5 “(D) review the effectiveness of airport
6 emergency exit systems and determine whether
7 those that lead to secure areas of the airport
8 should be monitored or how breaches can be
9 swiftly responded to; and

10 “(E) specifically target the elimination of
11 the “piggy-backing” phenomenon, where an-
12 other person follows an authorized person
13 through the access point.

14 The 6-month assessment shall include a 12-month
15 deployment strategy for currently available tech-
16 nology at all category X airports, as defined in the
17 Federal Aviation Administration approved air carrier
18 security programs required under part 108 of title
19 14, Code of Federal Regulations. Not later than 18
20 months after the date of enactment of this Act, the
21 Secretary of Transportation shall conduct a review
22 of reductions in unauthorized access at these air-
23 ports.

24 “(2) 90-DAY REVIEW.—

1 “(A) IN GENERAL.—The Deputy Secretary
2 for Transportation Security, as part of the
3 Aviation Security Coordination Council, shall
4 conduct a 90-day review of—

5 “(i) currently available or short-term
6 deployable upgrades to the Computer-As-
7 sisted Passenger Prescreening System
8 (CAPPS); and

9 “(ii) deployable upgrades to the co-
10 ordinated distribution of information re-
11 garding persons listed on the “watch list”
12 for any Federal law enforcement agencies
13 who could present an aviation security
14 threat.

15 “(B) DEPLOYMENT OF UPGRADES.—The
16 Deputy Secretary for Transportation Security
17 shall commence deployment of recommended
18 short-term upgrades to CAPPS and to the co-
19 ordinated distribution of “watch list” informa-
20 tion within 6 months after the date of enact-
21 ment of this Act. Within 18 months after the
22 date of enactment of this Act, the Deputy Sec-
23 retary for Transportation Security shall report
24 to the Committee on Commerce, Science, and
25 Transportation of the Senate and to the Com-

1 mittee on Transportation and Infrastructure of
2 the House of Representatives, the Government
3 Accounting Office, and the Inspector General of
4 the Department of Transportation, on progress
5 being made in deploying recommended up-
6 grades.

7 “(3) STUDY.—The Deputy Secretary for Trans-
8 portation Security shall conduct a study of options
9 for improving positive identification of passengers at
10 check-in counters and boarding areas, including the
11 use of biometrics and “smart” cards. Within 6
12 months after the date of enactment of this Act, the
13 Deputy Secretary shall report to the Committee on
14 Commerce, Science, and Transportation of the Sen-
15 ate and to the Committee on Transportation and In-
16 frastructure of the House of Representatives on the
17 feasibility and costs of implementing each identifica-
18 tion method and a schedule for requiring air carriers
19 to deploy identification methods determined to be ef-
20 fective.”.

1 **Subtitle C—Research and Develop-**
2 **ment of Aviation Security Tech-**
3 **nology**

4 **SEC. 221. RESEARCH AND DEVELOPMENT OF AVIATION SE-**
5 **CURITY TECHNOLOGY.**

6 (a) FUNDING.—To augment the programs authorized
7 in section 44912(a)(1) of title 49, United States Code,
8 there is authorized to be appropriated an additional
9 \$50,000,000 for each of fiscal years 2002 through 2006
10 and such sums as are necessary for each fiscal year there-
11 after to the Federal Aviation Administration, for research,
12 development, testing, and evaluation of the following tech-
13 nologies which may enhance aviation security in the fu-
14 ture. Grants to industry, academia, and Government enti-
15 ties to carry out the provisions of this section shall be
16 available for fiscal years 2002 and 2003 for—

17 (1) the acceleration of research, development,
18 testing, and evaluation of explosives detection tech-
19 nology for checked baggage, specifically, technology
20 that is—

21 (A) more cost-effective for deployment for
22 explosives detection in checked baggage at
23 small- to medium-sized airports, and is cur-
24 rently under development as part of the Argus

1 research program at the Federal Aviation Ad-
2 ministration;

3 (B) faster, to facilitate screening of all
4 checked baggage at larger airports; or

5 (C) more accurate, to reduce the number
6 of false positives requiring additional security
7 measures;

8 (2) acceleration of research, development, test-
9 ing, and evaluation of new screening technology for
10 carry-on items to provide more effective means of
11 detecting and identifying weapons, explosives, and
12 components of weapons of mass destruction, includ-
13 ing advanced x-ray technology;

14 (3) acceleration of research, development, test-
15 ing, and evaluation of threat screening technology
16 for other categories of items being loaded onto air-
17 craft, including cargo, catering, and duty-free items;

18 (4) acceleration of research, development, test-
19 ing, and evaluation of threats carried on persons
20 boarding aircraft or entering secure areas, including
21 detection of weapons, explosives, and components of
22 weapons of mass destruction;

23 (5) acceleration of research, development, test-
24 ing and evaluation of integrated systems of airport
25 security enhancement, including quantitative meth-

1 ods of assessing security factors at airports selected
2 for testing such systems;

3 (6) expansion of the existing program of re-
4 search, development, testing, and evaluation of im-
5 proved methods of education, training, and testing
6 of key airport security personnel; and

7 (7) acceleration of research, development, test-
8 ing, and evaluation of aircraft hardening materials,
9 and techniques to reduce the vulnerability of aircraft
10 to terrorist attack.

11 (b) GRANTS.—Grants awarded under this subtitle
12 shall identify potential outcomes of the research, and pro-
13 pose a method for quantitatively assessing effective in-
14 creases in security upon completion of the research pro-
15 gram. At the conclusion of each grant, the grant recipient
16 shall submit a final report to the Federal Aviation Admin-
17 istration that shall include sufficient information to permit
18 the Administrator to prepare a cost-benefit analysis of po-
19 tential improvements to airport security based upon de-
20 ployment of the proposed technology. The Administrator
21 shall begin awarding grants under this subtitle within 90
22 days of the date of enactment of this Act.

23 (c) BUDGET SUBMISSION.—A budget submission and
24 detailed strategy for deploying the identified security up-
25 grades recommended upon completion of the grants

1 awarded under subsection (b), shall be submitted to Con-
2 gress as part of the Department of Transportation's an-
3 nual budget submission.

4 (d) DEFENSE RESEARCH.—There is authorized to be
5 appropriated \$20,000,000 to the Federal Aviation Admin-
6 istration to issue research grants in conjunction with the
7 Defense Advanced Research Projects Agency. Grants may
8 be awarded under this section for—

9 (1) research and development of longer-term
10 improvements to airport security, including advanced
11 weapons detection;

12 (2) secure networking and sharing of threat in-
13 formation between Federal agencies, law enforce-
14 ment entities, and other appropriate parties;

15 (3) advances in biometrics for identification and
16 threat assessment; or

17 (4) other technologies for preventing acts of ter-
18 rorism in aviation.

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