

115TH CONGRESS  
1ST SESSION

# H. R. 2132

To require the implementation of a redress process and review of the Transportation Security Administration’s intelligence-based screening rules for aviation security, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

APRIL 25, 2017

Mr. KATKO (for himself, Mr. McCAUL, and Mrs. WATSON COLEMAN) introduced the following bill; which was referred to the Committee on Homeland Security

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## A BILL

To require the implementation of a redress process and review of the Transportation Security Administration’s intelligence-based screening rules for aviation security, and for other purposes.

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

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the “Traveler Redress Im-  
5       provement Act of 2017”.

1 **SEC. 2. IMPLEMENTATION OF REDRESS PROCESS AND RE-**  
2 **VIEW OF THE TRANSPORTATION SECURITY**  
3 **ADMINISTRATION'S INTELLIGENCE-BASED**  
4 **SCREENING RULES FOR AVIATION SECURITY.**

5 (a) REDRESS PROCESS.—

6 (1) IN GENERAL.—Not later than 30 days after  
7 the date of the enactment of this Act, the Adminis-  
8 trator of the Transportation Security Administration  
9 shall, using existing resources, systems, and proc-  
10 esses, ensure the availability of the Department of  
11 Homeland Security Traveler Redress Inquiry Pro-  
12 gram (DHS TRIP) redress process to adjudicate in-  
13 quiries for individuals who—

14 (A) are citizens of the United States or  
15 aliens lawfully admitted for permanent resi-  
16 dence;

17 (B) have filed an inquiry with DHS TRIP  
18 after receiving enhanced screening at an airport  
19 passenger security checkpoint more than three  
20 times in any 60-day period; and

21 (C) believe they have been wrongly identi-  
22 fied as being a threat to aviation security.

23 (2) REPORT.—Not later than 180 days after  
24 the date of the enactment of this Act, the Adminis-  
25 trator of the Transportation Security Administration  
26 shall submit to the Committee on Homeland Secu-

1 rity of the House of Representatives and the Com-  
2 mittee on Commerce, Science, and Transportation of  
3 the Senate a report on the implementation of the re-  
4 dress process required under paragraph (1).

5 (b) PRIVACY IMPACT REVIEW AND UPDATE.—

6 (1) IN GENERAL.—Not later than 180 days  
7 after the date of the enactment of this Act, the Ad-  
8 ministrator of the Transportation Security Adminis-  
9 tration shall review and update the Privacy Impact  
10 Assessment for the Secure Flight programs to en-  
11 sure such Assessment accurately reflects the oper-  
12 ation of such programs.

13 (2) PUBLIC DISSEMINATION.—The Secure  
14 Flight Privacy Impact Assessment review required  
15 under paragraph (1) shall be published on a pub-  
16 lically accessible Internet webpage of the Transpor-  
17 tation Security Administration and submitted to the  
18 Committee on Homeland Security of the House of  
19 Representatives and the Committee on Commerce,  
20 Science, and Transportation of the Senate.

21 (c) TRANSPORTATION SECURITY ADMINISTRATION  
22 RULE REVIEW AND NOTIFICATION PROCESS.—

23 (1) RULE REVIEW.—Not later than 60 days  
24 after the date of the enactment of this Act and every  
25 120 days thereafter, the Assistant Administrator of

1 the Office of Intelligence Analysis of the Transpor-  
2 tation Security Administration, in coordination with  
3 the entities specified in paragraph (2), shall conduct  
4 a comprehensive review of the Transportation Secu-  
5 rity Administration's intelligence-based screening  
6 rules.

7 (2) NOTIFICATION PROCESS.—Not later than  
8 48 hours after changing, updating, implementing, or  
9 suspending a Transportation Security Administra-  
10 tion intelligence-based screening rule, the Assistant  
11 Administrator of the Office of Intelligence Analysis  
12 of the Transportation Security Administration shall  
13 notify the following entities of any such change, up-  
14 date, implementation, or suspension, as the case  
15 may be:

16 (A) The Office of Civil Rights and Lib-  
17 erties of the Transportation Security Adminis-  
18 tration.

19 (B) The Office of the Ombudsman of the  
20 Administration.

21 (C) The Office of Traveler Engagement of  
22 the Administration.

23 (D) The Office of Civil Rights and Lib-  
24 erties of the Department of Homeland Security.

1 (E) The Office of Chief Counsel of the Ad-  
2 ministration.

3 (F) The Office of General Counsel of the  
4 Department.

5 (G) The Privacy Office of the Administra-  
6 tion.

7 (H) The Privacy Office of the Department.

8 (I) The Federal Air Marshal Service.

9 (J) The Traveler Redress Inquiry Program  
10 of the Department.

11 (d) FEDERAL AIR MARSHAL SERVICE COORDINA-  
12 TION.—

13 (1) IN GENERAL.—The Administrator of the  
14 Transportation Security Administration shall ensure  
15 that the Transportation Security Administration’s  
16 intelligence-based screening rules are incorporated in  
17 the risk analysis conducted during the Federal Air  
18 Marshal mission scheduling process.

19 (2) REPORT.—Not later than 180 days after  
20 the date of the enactment of this Act, the Adminis-  
21 trator of the Transportation Security Administration  
22 shall submit to the Committee on Homeland Secu-  
23 rity of the House of Representatives and the Com-  
24 mittee on Commerce, Science, and Transportation of  
25 the Senate a report on how the Transportation Se-

1 security Administration’s intelligence-based screening  
2 rules are incorporated in the risk analysis conducted  
3 during the Federal Air Marshal mission scheduling  
4 process.

5 (e) GAO REPORT.—Not later than 180 days after the  
6 date of the enactment of this Act, the Comptroller General  
7 of the United States shall submit to the Committee on  
8 Homeland Security of the House of Representatives and  
9 the Committee on Commerce, Science, and Transportation  
10 of the Senate a study on the Transportation Security Ad-  
11 ministration’s intelligence-based screening rules and the  
12 effectiveness of such rules in identifying and mitigating  
13 potential threats to aviation security. Such study shall also  
14 examine coordination between the Transportation Security  
15 Administration, the Department of Homeland Security,  
16 and other relevant partners relating to changing, updat-  
17 ing, implementing, or suspending such rules as necessary.

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