

**Suspend the Rules and Pass the Bill, H. R. 2132, With an
Amendment**

**(The amendment strikes all after the enacting clause and inserts a
new text)**

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.

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

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 one year 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.