

Suspend the Rules and Pass the Bill, H.R. 3669, With an Amendment

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

115TH CONGRESS
1ST SESSION

H. R. 3669

To improve and streamline security procedures related to general aviation and commercial charter air carrier utilizing risk-based security standards, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 1, 2017

Mr. ESTES of Kansas (for himself and Mr. McCAUL) introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To improve and streamline security procedures related to general aviation and commercial charter air carrier utilizing risk-based security standards, 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 “Securing General Avia-
5 tion and Commercial Charter Air Carrier Service Act of
6 2017”.

1 **SEC. 2. WEB-BASED SECURE FLIGHT COST AND FEASI-**
2 **BILITY STUDY.**

3 Not later than 120 days after the date of the enact-
4 ment of this Act, the Administrator of the Transportation
5 Security Administration shall conduct a study to deter-
6 mine the cost and feasibility of establishing web-based ac-
7 cess to Secure Flight for commercial charter air carriers.

8 **SEC. 3. SCREENING IN AREAS OTHER THAN PASSENGER**
9 **TERMINALS.**

10 (a) **IN GENERAL.**—The Administrator of the Trans-
11 portation Security Administration is authorized to provide
12 screening services to a commercial charter air carrier in
13 areas other than primary passenger terminals of airports
14 upon the request of such carrier.

15 (b) **REQUEST.**—A commercial charter air carrier that
16 wants screening services to be provided to such carrier in
17 an area other than a primary passenger terminal shall re-
18 quest the Federal Security Director for the airport at
19 which such services are requested.

20 (c) **AVAILABILITY.**—A Federal Security Director may
21 elect to provide screening services under this section if
22 such services are available.

23 (d) **AGREEMENTS.**—

24 (1) **IN GENERAL.**—The Administrator of the
25 Transportation Security Administration shall enter
26 into an agreement with a commercial charter air

1 carrier for compensation from such carrier request-
2 ing the use of screening services under this section
3 for all reasonable costs in addition to overtime costs
4 that are incurred in the provision of such services.

5 (2) AVAILABILITY.—Any compensation received
6 by the Transportation Security Administration pur-
7 suant to an agreement under this subsection shall be
8 credited to the account used in connection with the
9 provision of the screening services that are the sub-
10 ject of such agreement, notwithstanding section
11 3302 of title 31, United States Code.

12 **SEC. 4. REPORT ON GENERAL AVIATION SECURITY AND SE-**
13 **LECT AVIATION SECURITY TOPICS.**

14 Not later than 120 days after the date of the enact-
15 ment of this Act, the Administrator of the Transportation
16 Security Administration, in consultation with the Aviation
17 Security Advisory Committee, shall, consistent with the re-
18 quirements of paragraphs (6) and (7) of section 44946(b)
19 of title 49, United States Code, submit to the Committee
20 on Homeland Security of the House of Representatives
21 and the Committee on Commerce, Science, and Transpor-
22 tation of the Senate an implementation plan, including an
23 implementation schedule, for any of the following rec-
24 ommendations that were adopted by the Aviation Security

1 Advisory Committee and with which the Administrator has
2 concurred before the date of the enactment of this Act:

3 (1) The recommendation regarding general
4 aviation access to Ronald Reagan Washington Na-
5 tional Airport, as adopted on February 17, 2015.

6 (2) The recommendation regarding the vetting
7 of persons seeking flight training in the United
8 States, as adopted on July 28, 2016.

9 (3) Any other such recommendations relevant
10 to the security of general aviation adopted before the
11 date of the enactment of this Act.

12 **SEC. 5. DESIGNATED STAFFING FOR GENERAL AVIATION.**

13 The Administrator of the Transportation Security
14 Administration is authorized to designate not fewer than
15 one full time employee of the Administration to be respon-
16 sible for engagement with general aviation stakeholders
17 and manage issues related to general aviation.

18 **SEC. 6. SECURITY ENHANCEMENTS.**

19 Not later than one year after the date of the enact-
20 ment of this Act, the Administrator of the Transportation
21 Security Administration, in consultation with the Aviation
22 Security Advisory Committee, shall provide to the Com-
23 mittee on Homeland Security of the House of Representa-
24 tives and the Committee on Commerce, Science, and
25 Transportation of the Senate a report on the feasibility

1 of requiring security threat assessments for all candidates
2 seeking flight school training in the operation of any air-
3 craft having a maximum certificated takeoff weight of
4 more than 12,500 pounds to further enhance the vetting
5 of persons seeking such training in the United States.