

HR 2906

Emergency Aviation Security Act of 2001

Congress: 107 (2001–2003, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 20, 2001

Current Status: Referred to the Subcommittee on Aviation.

Latest Action: Referred to the Subcommittee on Aviation. (Sep 21, 2001)

Official Text: <https://www.congress.gov/bill/107th-congress/house-bill/2906>

Sponsor

Name: Rep. Baker, Richard H. [R-LA-6]

Party: Republican • State: LA • Chamber: House

Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Ballenger, Cass [R-NC-10]	R · NC		Sep 20, 2001
Rep. McGovern, James P. [D-MA-3]	D · MA		Sep 20, 2001
Rep. Calvert, Ken [R-CA-43]	R · CA		Sep 21, 2001
Rep. Engel, Eliot L. [D-NY-17]	D · NY		Sep 21, 2001
Rep. Pickering, Charles W. "Chip" [R-MS-3]	R · MS		Sep 21, 2001
Rep. Vitter, David [R-LA-1]	R · LA		Sep 21, 2001
Rep. Greenwood, James C. [R-PA-8]	R · PA		Sep 25, 2001
Rep. Souder, Mark E. [R-IN-4]	R · IN		Oct 12, 2001
Rep. Forbes, J. Randy [R-VA-4]	R · VA		Oct 30, 2001

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Sep 21, 2001

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

## Summary (as of Sep 20, 2001)

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Emergency Aviation Security Act of 2001 - Directs the Administrator of the Federal Aviation Administration to implement a sky marshal program that: (1) provides for random deployment of sky marshals on domestic commercial air passenger flights and international flights on U.S. carriers into or out of the United States; (2) provides background and fitness checks for, and appropriate training, supervision, and equipment of, sky marshals; and (3) requires commercial air carriers to provide seating for a sky marshal on any selected air passenger flight without regard to the availability of seats on such flight. Authorizes the Administrator to impose a fee of not more than \$1.00 per domestic flight segment to carry out such program.

Prohibits air carriers providing interstate and intrastate air transportation and domestic air carriers and foreign air carriers providing foreign transportation from serving more than two alcoholic beverages to an individual on a scheduled flight segment. Provides for an alternative alcoholic beverage prohibition if a foreign government objects to the maximum two drink limit.

## Actions Timeline

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- **Sep 21, 2001:** Referred to the Subcommittee on Aviation.
- **Sep 20, 2001:** Introduced in House
- **Sep 20, 2001:** Introduced in House
- **Sep 20, 2001:** Referred to the House Committee on Transportation and Infrastructure.