

HR 5506

Aviation Industry Stabilization and Reform Act of 2002

Congress: 107 (2001–2003, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Oct 1, 2002

Current Status: Forwarded by Subcommittee to Full Committee (Amended).

Latest Action: Forwarded by Subcommittee to Full Committee (Amended). (Oct 2, 2002)

Official Text: <https://www.congress.gov/bill/107th-congress/house-bill/5506>

Sponsor

Name: Rep. Mica, John L. [R-FL-7]

Party: Republican • State: FL • Chamber: House

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Reported by	Oct 2, 2002

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
107 HR 5005	Related bill	Nov 25, 2002: Became Public Law No: 107-296.
107 HR 5710	Related bill	Nov 14, 2002: Received in the Senate.

Aviation Industry Stabilization and Reform Act of 2002 - Amends Federal transportation law to extend through calendar 2003 the authority of the Secretary of Transportation to declare an air carrier a victim of terrorism not liable for third party claims arising out of acts of terrorism.

Grants the Secretary authority to extend through calendar 2003 the termination date of any insurance policy issued to an air carrier.

Extends the period for applying for certain loan guarantees under the Air Transportation Safety and System Stabilization Act.

Requires the Under Secretary for Transportation Security, after all cockpit doors are strengthened, to reconsider and report to Congress on whether it is necessary to require Federal air marshals to be seated in the first class cabin of an aircraft with strengthened cockpit doors.

Requires the Under Secretary to: (1) undertake action necessary to improve the screening of mail so that it can be carried on passenger flights; and (2) reimburse air carriers for certain screening and related activities as well as the cost of fortifying cockpit doors.

Prohibits the Transportation Security Administration and the Federal Aviation Administration from issuing or enforcing a final rule requiring the strengthening or locking of cockpit doors on all-cargo aircraft until the Under Secretary has considered and determined that it is necessary for aviation security.

Prescribes requirements for reorganization of the Air Traffic Services Subcommittee of the Aviation Management Advisory Council into the Air Traffic Services Board Specifies additional duties for the Under Secretary.

Revises requirements relating to: (1) nondisclosure of security activities; (2) safety regulations; (3) passenger and property screening; and (4) employment standards, training, investigations, and restrictions.

Directs the Under Secretary to establish a process to permit an individual who was convicted of a crime of a specified type to obtain a waiver, in certain circumstances, to permit the individual's employment.

Actions Timeline

- **Oct 2, 2002:** Referred to the Subcommittee on Aviation.
- **Oct 2, 2002:** Subcommittee Consideration and Mark-up Session Held.
- **Oct 2, 2002:** Forwarded by Subcommittee to Full Committee (Amended).
- **Oct 1, 2002:** Introduced in House
- **Oct 1, 2002:** Introduced in House
- **Oct 1, 2002:** Referred to the House Committee on Transportation and Infrastructure.