

HR 3669

Securing General Aviation and Commercial Charter Air Carrier Service Act of 2017

Congress: 115 (2017–2019, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 1, 2017

Current Status: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transp

Latest Action: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation. (Dec 12, 2017)

Official Text: <https://www.congress.gov/bill/115th-congress/house-bill/3669>

Sponsor

Name: Rep. Estes, Ron [R-KS-4]

Party: Republican • **State:** KS • **Chamber:** House

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Rep. McCaul, Michael T. [R-TX-10]	R · TX		Sep 1, 2017

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Dec 12, 2017
Homeland Security Committee	House	Reported By	Oct 12, 2017

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Securing General Aviation and Commercial Charter Air Carrier Service Act of 2017

(Sec. 2) This bill directs the Transportation Security Administration (TSA) to study the cost and feasibility of establishing web-based access to the Secure Flight passenger screening program for commercial charter air carriers.

(Sec. 3) The TSA is authorized to provide screening services to a commercial charter air carrier in areas other than primary passenger terminals of airports upon such carrier's request. TSA shall enter into an agreement for compensation from such carrier for the cost of providing such services.

(Sec. 4) The TSA shall submit to Congress an implementation plan for the recommendations adopted by the Aviation Security Advisory Committee and concurred to by the TSA:

- on February 17, 2015, regarding general aviation access to Ronald Reagan Washington National Airport,
- on July 28, 2016, regarding the vetting of persons seeking flight training in the United States, and
- prior to enactment of this bill regarding general aviation security.

(Sec. 5) The TSA is authorized to designate at least one full-time TSA employee to be responsible for engagement with general aviation stakeholders and to manage issues related to general aviation.

(Sec. 6) The TSA shall report on the feasibility of requiring security threat assessments for all candidates seeking flight school training in operating aircraft weighing more than 12,500 pounds to enhance the vetting of persons seeking such training in the United States.

Actions Timeline

- **Dec 12, 2017:** Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
- **Dec 11, 2017:** Mr. Estes (KS) moved to suspend the rules and pass the bill, as amended.
- **Dec 11, 2017:** Considered under suspension of the rules. (consideration: CR H9769-9770)
- **Dec 11, 2017:** DEBATE - The House proceeded with forty minutes of debate on H.R. 3669.
- **Dec 11, 2017:** Passed/agreed to in House: On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.(text: CR H9769)
- **Dec 11, 2017:** On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H9769)
- **Dec 11, 2017:** Motion to reconsider laid on the table Agreed to without objection.
- **Oct 12, 2017:** Reported (Amended) by the Committee on Homeland Security. H. Rept. 115-346.
- **Oct 12, 2017:** Placed on the Union Calendar, Calendar No. 250.
- **Sep 7, 2017:** Committee Consideration and Mark-up Session Held.
- **Sep 7, 2017:** Ordered to be Reported (Amended) by Voice Vote.
- **Sep 1, 2017:** Introduced in House
- **Sep 1, 2017:** Referred to the House Committee on Homeland Security.