

## HR 876

Aviation Employee Screening and Security Enhancement Act of 2017

**Congress:** 115 (2017–2019, Ended)

**Chamber:** House

**Policy Area:** Transportation and Public Works

**Introduced:** Feb 6, 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. (Apr 26, 2017)

**Official Text:** <https://www.congress.gov/bill/115th-congress/house-bill/876>

### Sponsor

**Name:** Rep. Katko, John [R-NY-24]

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

### Cosponsors (8 total)

| Cosponsor                             | Party / State | Role | Date Joined |
|---------------------------------------|---------------|------|-------------|
| Rep. Fitzpatrick, Brian K. [R-PA-8]   | R · PA        |      | Feb 6, 2017 |
| Rep. Higgins, Clay [R-LA-3]           | R · LA        |      | Feb 6, 2017 |
| Rep. Keating, William R. [D-MA-9]     | D · MA        |      | Feb 6, 2017 |
| Rep. King, Peter T. [R-NY-2]          | R · NY        |      | Feb 6, 2017 |
| Rep. McCaul, Michael T. [R-TX-10]     | R · TX        |      | Feb 6, 2017 |
| Rep. Rogers, Mike D. [R-AL-3]         | R · AL        |      | Feb 6, 2017 |
| Rep. Vela, Filemon [D-TX-34]          | D · TX        |      | Feb 6, 2017 |
| Rep. Watson Coleman, Bonnie [D-NJ-12] | D · NJ        |      | Feb 6, 2017 |

### Committee Activity

| Committee                                       | Chamber | Activity    | Date         |
|---|---------|-------------|--------------|
| Commerce, Science, and Transportation Committee | Senate  | Referred To | Apr 26, 2017 |
| Homeland Security Committee                     | House   | Referred to | Feb 24, 2017 |

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

*No related bills are listed.*

## Aviation Employee Screening and Security Enhancement Act of 2017

(Sec. 3) This bill directs the Transportation Security Administration (TSA) of the Department of Homeland Security (DHS) to conduct, and submit to Congress and the Government Accountability Office (GAO), a cost and feasibility study of a statistically significant number of Category I, II, III, IV, and X airports assessing the impact if all airport employee access points from non-secured to secured airport areas are comprised of the following:

- a secure door utilizing card and pin entry or biometric technology;
- surveillance video recording capable of storing video data for at least 30 days;
- certain advanced screening technologies, including magnetometers, explosives detection canines, explosives trace detection swabbing, advanced imaging technology, and X-ray bag screening technology; and
- information related to employee screening costs of such airports that have already implemented practices of screening 100% of employees accessing secured areas.

The GAO shall assess the completed study and report the results to Congress.

(Sec. 4) The TSA shall:

- work with air carriers, foreign air carriers, airport operators, labor unions representing credentialed airport employees, and the TSA's Aviation Security Advisory Committee to enhance security awareness of credentialed airport workers regarding insider threats to aviation security and best practices related to airport access controls;
- assess credentialing standards, policies, and practices to ensure that insider threats to aviation security are adequately addressed;
- require airport operators to submit the social security number of an individual applying for a credential granting access to the Security Identification Display Area of an airport to strengthen security vetting effectiveness; and
- issue requirements for airport operators to include in applications for access to such area a notice that an employee holding a credential granting such access may be screened at any time while entering, working in, or leaving the area.

(Sec. 5) The TSA shall also:

- work with airport operators and the TSA Advisory Committee to identify advanced technologies for securing employee access to secured and sterile airport areas;
- ensure that credentialed aviation worker populations currently requiring a fingerprint-based criminal record history check are continuously vetted through the Federal Bureau of Investigation's Rap Back Service to mitigate insider threats;
- identify ways to enhance TSA's ability to educate its personnel on insider threats to aviation security and on how to mitigate such threats;
- ensure that TSA employee physical inspection efforts of aviation workers (Playbook operations) are focused on providing the greatest level of security effectiveness;
- conduct covert testing of TSA employee screening operations at airports;
- report on the frequency, methodology, strategy, and effectiveness of employee inspection operations at airports; and
- establish a national database of individuals who have had either their airport or aircraft operator-issued badge

revoked for failure to comply with aviation security requirements, as well a process to allow individuals whose names were mistakenly entered into such database to correct the record and have their names removed from it.

(Sec. 6) The DHS is the lead interagency coordinator to insider threat investigations and mitigation efforts at airports.

(Sec. 7) The TSA shall submit a plan to conduct recurring reviews of the operational security controls for TSA information technology systems at airports.

### **Actions Timeline**

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- **Apr 26, 2017:** Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
- **Apr 25, 2017:** Reported (Amended) by the Committee on Homeland Security. H. Rept. 115-94.
- **Apr 25, 2017:** Placed on the Union Calendar, Calendar No. 54.
- **Apr 25, 2017:** Mr. Katko moved to suspend the rules and pass the bill, as amended.
- **Apr 25, 2017:** Considered under suspension of the rules. (consideration: CR H2825-2828)
- **Apr 25, 2017:** DEBATE - The House proceeded with forty minutes of debate on H.R. 876.
- **Apr 25, 2017:** At the conclusion of debate, the Yeas and Nays were demanded and ordered. Pursuant to the provisions of clause 8, rule XX, the Chair announced that further proceedings on the motion would be postponed.
- **Apr 25, 2017:** Considered as unfinished business. (consideration: CR H2838-2839)
- **Apr 25, 2017:** Passed/agreed to in House: On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 409 - 0 (Roll no. 223).(text: CR H2825-2826)
- **Apr 25, 2017:** On motion to suspend the rules and pass the bill, as amended Agreed to by the Yeas and Nays: (2/3 required): 409 - 0 (Roll no. 223). (text: CR H2825-2826)
- **Apr 25, 2017:** Motion to reconsider laid on the table Agreed to without objection.
- **Apr 25, 2017:** The title of the measure was amended. Agreed to without objection.
- **Mar 8, 2017:** Committee Consideration and Mark-up Session Held.
- **Mar 8, 2017:** Ordered to be Reported (Amended) by Voice Vote.
- **Feb 24, 2017:** Referred to the Subcommittee on Transportation and Protective Security.
- **Feb 6, 2017:** Introduced in House
- **Feb 6, 2017:** Referred to the House Committee on Homeland Security.