

107TH CONGRESS
1ST SESSION

S. 1463

To provide for the safety of American aviation and the suppression of terrorism.

IN THE SENATE OF THE UNITED STATES

SEPTEMBER 25, 2001

Mr. SMITH of New Hampshire introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To provide for the safety of American aviation and the suppression of terrorism.

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 “Airline Safety Act of
5 2001”.

6 **SEC. 2. FINDINGS.**

7 Congress makes the following findings:

8 (1) On September 11, 2001, terrorists hijacked
9 four civilian aircraft, crashing two of the aircraft
10 into the towers of the World Trade Center in New

1 York, New York, and a third into the Pentagon out-
2 side Washington, District of Columbia.

3 (2) Thousands of innocent Americans and citi-
4 zens of other countries were killed or injured as a
5 result of these attacks, including the passengers and
6 crew of the four aircraft, workers in the World
7 Trade Center and in the Pentagon, rescue workers,
8 and bystanders.

9 (3) These attacks destroyed both towers of the
10 World Trade Center, as well as adjacent buildings,
11 and seriously damaged the Pentagon.

12 (4) These attacks were by far the deadliest ter-
13 rorist attacks ever launched against the United
14 States and, by targeting symbols of America, clearly
15 were intended to intimidate our Nation and weaken
16 its resolve.

17 (5) Armed pilots, co-pilots, and navigators with
18 proper training will serve as a deterrent to future
19 contemplated acts of terrorism.

20 (6) Secured doors separating the crew cabin
21 from the passenger cabin have been effective in de-
22 terring hijackings in other nations and will serve as
23 a deterrent to future contemplated acts of terrorism
24 in the United States.

1 **SEC. 3. AVIATION SAFETY AND SUPPRESSION OF TER-**
2 **RORISM BY COMMERCIAL AIRCRAFT.**

3 (a) POSSESSION OF FIREARMS ON COMMERCIAL
4 FLIGHTS.—No department or agency may prohibit a pilot,
5 co-pilot, or navigator of a commercial aircraft, or any law
6 enforcement personnel specifically detailed for the protec-
7 tion of a commercial aircraft, who is not otherwise prohib-
8 ited by law from possessing a firearm, from possessing or
9 carrying a firearm for the protection of the aircraft.

10 (b) REINFORCED COCKPIT DOORS ON COMMERCIAL
11 AIRCRAFT.—

12 (1) IN GENERAL.—Notwithstanding any other
13 provision of law, a commercial aircraft described in
14 paragraph (2) that is operated in the United States
15 shall possess a door or doors separating the crew
16 cabin of such aircraft from the passenger cabin of
17 such aircraft, which door or doors shall be certified
18 by the Secretary as being secure against forcible
19 entry from the passenger cabin into the crew cabin
20 of such aircraft.

21 (2) COVERED COMMERCIAL AIRCRAFT.—A com-
22 mercial aircraft described in this paragraph is any
23 commercial aircraft that, as determined by the Sec-
24 retary, is configured so as to permit a door to sepa-
25 rate the crew cabin and passenger cabin of such air-
26 craft.

1 (c) REGULATIONS.—The Secretary may prescribe
2 regulations for purposes of this section.

3 (d) REPORTS TO CONGRESS.—Not later than six
4 months after the date of the enactment of this Act, and
5 every six months thereafter, the Secretary shall submit to
6 Congress a report on the effectiveness of the requirements
7 in this section in facilitating commercial aviation safety
8 and the suppression of terrorism by commercial aircraft.

9 (e) EFFECTIVE DATE.—This section shall take effect
10 on the date of the enactment of this Act.

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