

I continue to keep them, their families, colleagues and friends in my thoughts and prayers.

This incident punctuates the importance of securing our airports and flights from threats. A critical component of the security strategy being pursued is related to the acquisition and use of technology.

The Transportation Security Acquisition Reform Act builds upon the Committee on Homeland Security's work on the issue of TSA's acquisition practices.

For years, I, along with Ranking Member THOMPSON and my fellow colleagues on the Committee have urged TSA to be more transparent and accountable when acquiring security-related technologies. H.R. 2719 requires just that.

It also requires TSA to take a hard look at the obstacles it has encountered in the area of small business contracting and to identify ways to improve in that area.

There were three Jackson Lee amendments offered to improve the bill that aid in meeting the goals of the bill.

The first Jackson Lee amendment directs the Comptroller of the United States to provide a report to the House and Senate Committees on Homeland Security on their findings regarding the status of the Transportation Security Administration's (TSA) implementation of GAO recommendations related to acquisition of security technology.

The second Jackson Lee amendment directs the TSA to provide a report to the House and Senate Homeland Security Committees on the feasibility of inventory tracking through automated information and data capture technologies.

This Jackson Lee amendment allows the TSA to investigate private sector use of inventory tracking technology and determine if any of these technologies would be beneficial to the agency.

The third Jackson Lee amendment states that to the extent practicable, the Chief Privacy Officer for the Department of Homeland Security shall include consultation with organizations that advocate for the protection of privacy and civil liberties.

These Jackson Lee amendments were adopted en bloc by the Full Committee and are included in H.R. 2719.

I was pleased to support this legislation during both the Subcommittee and Full Committee markups of the measure and continue to support it today.

Critically, this legislation requires TSA to develop a multiyear plan for its investments in security-related technology.

With the plan, vision, and oversight this bill mandates, I am hopeful TSA's missteps in the area of security-related technology acquisition will soon be a thing of the past.

I urge my colleagues to join me in support of H.R. 2719. I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. MCCAUL) that the House suspend the rules and pass the bill, H.R. 2719, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. RICHMOND. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

AVIATION SECURITY STAKEHOLDER PARTICIPATION ACT OF 2013

Mr. MCCAUL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1204) to amend title 49, United States Code, to direct the Assistant Secretary of Homeland Security (Transportation Security Administration) to establish an Aviation Security Advisory Committee, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1204

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Aviation Security Stakeholder Participation Act of 2013".

SEC. 2. AVIATION SECURITY ADVISORY COMMITTEE.

(a) IN GENERAL.—Subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following:

"§44946. Aviation Security Advisory Committee

"(a) ESTABLISHMENT.—The Assistant Secretary shall establish within the Transportation Security Administration an advisory committee to be known as the 'Aviation Security Advisory Committee'.

"(b) DUTIES.—

"(1) IN GENERAL.—The Assistant Secretary shall consult the Advisory Committee on aviation security matters, including on the development, refinement, and implementation of policies, programs, rulemaking, and security directives pertaining to aviation security, while adhering to sensitive security guidelines.

"(2) RECOMMENDATIONS.—

"(A) IN GENERAL.—The Advisory Committee shall develop, at the request of the Assistant Secretary, recommendations for improvements to aviation security.

"(B) RECOMMENDATIONS OF SUBCOMMITTEES.—Recommendations agreed upon by the subcommittees established under this section shall be approved by the Advisory Committee for transmission to the Assistant Secretary.

"(3) PERIODIC REPORTS.—The Advisory Committee shall periodically submit to the Assistant Secretary—

"(A) reports on matters identified by the Assistant Secretary; and

"(B) reports on other matters identified by a majority of the members of the Advisory Committee.

"(4) ANNUAL REPORT.—The Advisory Committee shall submit to the Assistant Secretary an annual report providing information on the activities, findings, and recommendations of the Advisory Committee, including its subcommittees, for the preceding year.

"(5) FEEDBACK.—Not later than 90 days after receiving recommendations transmitted by the Advisory Committee under paragraph (4), the Assistant Secretary shall respond in writing to the Advisory Committee with feedback on each of such recommendations, an action plan to implement any of such recommendations with which the Assistant Secretary concurs, and a detailed justification for why any of such recommendations have been rejected.

"(6) CONGRESSIONAL NOTIFICATION.—Not later than 30 days after providing written feedback to

the Advisory Committee in accordance with paragraph (5), the Assistant Secretary shall brief the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on such feedback.

"(7) REPORT TO CONGRESS.—Prior to briefing the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate in accordance with paragraph (6), the Assistant Secretary shall submit to such committees a report containing information relating to the recommendations transmitted by the Advisory Committee in accordance with paragraph (4).

"(c) MEMBERSHIP.—

"(1) APPOINTMENT.—

"(A) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Assistant Secretary shall appoint the members of the Advisory Committee.

"(B) COMPOSITION.—The membership of the Advisory Committee shall consist of individuals representing not more than 32 member organizations. Each organization shall be represented by one individual (or the individual's designee).

"(C) REPRESENTATION.—The membership of the Advisory Committee shall include representatives of air carriers, all cargo air transportation, indirect air carriers, labor organizations representing air carrier employees, aircraft manufacturers, airport operators, general aviation, privacy organizations, the travel industry, airport based businesses, including minority owned small businesses, businesses that conduct security operations at airports, aeronautical repair stations, passenger advocacy groups, the aviation technology security industry, including biometrics, victims of terrorist acts against aviation, and law enforcement and security experts.

"(2) REMOVAL.—The Assistant Secretary may review the participation of a member of the Advisory Committee and remove such member for cause at any time.

"(3) PROHIBITION ON COMPENSATION.—The members of the Advisory Committee shall not receive pay, allowances, or benefits from the Government by reason of their service on the Advisory Committee.

"(4) MEETINGS.—The Assistant Secretary shall require the Advisory Committee to meet at least semiannually and may convene additional meetings as necessary.

"(d) AIR CARGO SECURITY SUBCOMMITTEE.—

"(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee an air cargo security subcommittee to provide recommendations on air cargo security issues, including the implementation of the air cargo security programs established by the Transportation Security Administration to screen air cargo on passenger aircraft and all-cargo aircraft in accordance with established cargo screening mandates.

"(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding air cargo security. Such submissions shall include recommendations to improve the Transportation Security Administration's cargo security initiatives established to meet the requirements of section 44901(g).

"(3) MEMBERSHIP.—The subcommittee shall—

"(A) include members of the Advisory Committee with expertise in air cargo operations; and

"(B) be cochaired by a Government and industry official.

"(e) GENERAL AVIATION SECURITY SUBCOMMITTEE.—

"(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee a general aviation subcommittee to provide recommendations on transportation security issues for general aviation facilities, general aviation

aircraft, and helicopter operations at general aviation and commercial service airports.

“(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding aviation security at general aviation airports.

“(3) MEMBERSHIP.—The subcommittee shall—

“(A) include members of the Advisory Committee with expertise in general aviation; and
“(B) be cochaired by a Government and industry official.

“(f) PERIMETER SECURITY, EXIT LANE SECURITY, AND ACCESS CONTROL SUBCOMMITTEE.—

“(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee an airport perimeter security, exit lane security, and access control subcommittee to provide recommendations on airport perimeter security, exit lane security at commercial service airports, and access control issues.

“(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding improving perimeter security, exit lane security at commercial service airports, and access control procedures at commercial service and general aviation airports.

“(3) MEMBERSHIP.—The subcommittee shall—

“(A) include members of the Advisory Committee with expertise in airport perimeter security and access control issues; and
“(B) be co-chaired by a Government and industry official.

“(g) RISK-BASED SUBCOMMITTEE.—

“(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee a risk-based subcommittee to provide recommendations on passenger screening policies and cargo.
“(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding the Transportation Security Administration’s risk-based security programs.

“(3) MEMBERSHIP.—The subcommittee shall—

“(A) include members of the Advisory Committee with expertise in passenger advocacy and airport security operations; and
“(B) be cochaired by a Government and industry official.

“(h) SECURITY TECHNOLOGY SUBCOMMITTEE.—

“(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee a security technology subcommittee to provide recommendations on security technology issues, including harmonization of security technology standards and requirements.
“(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding security technology. Such submissions shall include recommendations to improve the Transportation Security Administration’s utilization of security technology and harmonization of security technology standards and requirements. All recommendations shall be in furtherance of aviation security and technology neutral.

“(3) MEMBERSHIP.—The subcommittee shall—

“(A) include members of the Advisory Committee with expertise in checkpoint, baggage, and air cargo security technology; and
“(B) be co-chaired by a Government and industry official.

“(i) OTHER SUBCOMMITTEES.—The Assistant Secretary, in consultation with the Advisory Committee, may establish within the Advisory Committee any other subcommittee that the Assistant Secretary and Advisory Committee determine necessary.

“(j) SUBJECT MATTER EXPERTS.—Each subcommittee under this section shall include subject matter experts with relevant expertise who are appointed by the respective subcommittee chairperson.

“(k) NONAPPLICABILITY OF FACA.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Advisory Committee and its subcommittees.

“(l) DEFINITIONS.—In this section, the following definitions apply:

“(1) ADVISORY COMMITTEE.—The term ‘Advisory Committee’ means the Aviation Security Advisory Committee established under subsection (a).

“(2) ASSISTANT SECRETARY.—The term ‘Assistant Secretary’ means the Assistant Secretary of Homeland Security (Transportation Security Administration).

“(3) PERIMETER SECURITY.—The term ‘perimeter security’—

“(A) means procedures or systems to monitor, secure, and prevent unauthorized access to an airport, including its airfield and terminal; and
“(B) includes the fence area surrounding an airport, access gates, and access controls.”.

(b) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following new item:

“44946. Aviation Security Advisory Committee.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. MCCAUL) and the gentleman from Louisiana (Mr. RICHMOND) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. MCCAUL. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

□ 1300

Mr. MCCAUL. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, I rise in strong support of this bill, the Aviation Security Stakeholder Participation Act of 2013, sponsored by the ranking member of the full Committee on Homeland Security, Mr. THOMPSON.

Mr. Speaker, the American people know that the TSA is charged with protecting our aviation systems against another horrific terrorist attack like we experienced on September 11, 2001. However, the role of industry stakeholders—from pilots and flight attendants to private screening companies and airport operators—is equally as critical, albeit less visible.

TSA is in the spotlight, for better or for worse; but many of TSA’s private sector partners are also responsible for implementing effective security programs and keeping travelers safe. This shared responsibility is precisely why TSA cannot make decisions in a vacuum, as it has been known to do.

The bill before us sends a necessary message to TSA leadership, and frank-

ly to all DHS leadership, that the Congress values stakeholder input, private sector collaboration, and thoughtful planning prior to rolling out new policies and procedures that affect millions of travelers.

The Aviation Security Advisory Committee that is authorized in this legislation serves as a valuable sounding board for TSA decisionmakers. By codifying the committee in statute, we will prevent a needless expiration of its charter and disbandment, which has already happened once under TSA.

As chairman of the Committee on Homeland Security, I am proud of the manner in which this bill was thoughtfully considered and amended in committee by Members on both sides of the aisle, and I thank the ranking member for his work on this important issue.

I think the more recent example we have with the knives being allowed on the airplanes without input and participation by the flight attendants and the pilots is a classic example of this Department not talking to the private sector about what can better protect them and passengers on airplanes. Of course, that decision was reversed by the Director of TSA, eventually, after he consulted with the stakeholders in the community. This bill will provide that they consult with those stakeholders before such decisions are made.

I urge my colleagues to support this bill, and I reserve the balance of my time.

Mr. RICHMOND. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 1204, the Aviation Security Stakeholder Participation Act.

Mr. Speaker, soliciting input from impacted stakeholders is critical to developing effective policies. H.R. 1204, introduced by the ranking member of the Committee on Homeland Security, Representative THOMPSON of Mississippi, codifies that sentiment by making permanent the Aviation Security Advisory Committee.

Soon after 9/11, industry representatives from all corners of the transportation sector gathered to support TSA’s efforts to develop an efficient, effective, and workable security program. For a number of years, the advisory committee was a productive partner to TSA. Unfortunately, TSA allowed the advisory committee to become inactive by letting the charter lapse.

Although the Aviation Security Advisory Committee’s charter was renewed in 2011, it was only in response to congressional pressure by Ranking Member THOMPSON in this committee and the repeated complaints about the lack of dialogue between TSA and the industry stakeholders. The advisory committee is a valuable asset to our Nation’s aviation security because it helps ensure that the policies that TSA develops are responsive to security challenges and can be effectively integrated into security operations. Simply

put, the advisory committee is too valuable to Homeland Security to risk it becoming inactive again.

I applaud Ranking Member THOMPSON for introducing this legislation to make the Aviation Security Advisory Committee permanent, and I thank the chairman of the Homeland Security Committee for making sure that it moved through the process quickly, and both for seeing the wisdom of making this legislation law.

With that, Mr. Speaker, I reserve the balance of my time.

Mr. McCAUL. Mr. Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. HUDSON), chairman of the Subcommittee on Transportation Security.

Mr. HUDSON. Mr. Speaker, I rise today in support of the Aviation Security Stakeholder Participation Act introduced by my friend, the ranking member of the Homeland Security Committee, Mr. BENNIE THOMPSON.

This commonsense bill ensures stakeholders have a seat at the table when working with their partners at the Transportation Security Administration. Too many times in government we see a lack of communication between government officials and industry stakeholders. This gap is troubling as it creates a vacuum of ideas and does not allow for a flow of information between the Federal Government and the private sector that is necessary.

Mr. THOMPSON's bill, which passed out of our committee unanimously, would bridge that gap by allowing the Aviation Security Advisory Committee to take effect and have the constant line of communication to exchange ideas and formulate thoughtful procedures at the agency responsible for security of commercial aviation.

Mr. Speaker, I urge my colleagues to support this bipartisan bill.

Mr. McCAUL. Mr. Speaker, I continue to reserve the balance of my time.

Mr. RICHMOND. Mr. Speaker, I yield such time as he may consume to the gentleman from Mississippi (Mr. THOMPSON), the ranking member of the Committee on Homeland Security.

Mr. THOMPSON of Mississippi. Mr. Speaker, I thank the gentleman for yielding.

I rise in strong support of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013.

Last Congress, I introduced a version of the legislation before us today when the charter for the Aviation Security Advisory Committee was allowed to expire, resulting in the advisory committee becoming inactive.

Since shortly after the terrorist attacks of September 11, the advisory committee has provided formal stakeholder input and advice to TSA with respect to aviation security policies. I was pleased that in response to my bill, then-Secretary Napolitano restored this critical forum for stakeholder input.

To prevent a lapse in the advisory committee's operation, it is important

that it be codified in law. That is exactly what H.R. 1204 does.

The bill authorizes, in law, the establishment of the Aviation Security Advisory Committee to provide representatives from air carriers, aircraft manufacturers, airport operators, general aviation stakeholders and labor organizations, among others, an opportunity to provide input into policymaking and have their voices heard.

It also requires the establishment of subcommittees to focus on cargo security, general aviation security, perimeter security, exit lane security, security-related technologies, and risk-based security, respectively.

Whatever your thoughts about TSA's policy decisions, I believe we can all agree that such decisions should be made only after meaningful consultation and coordination with stakeholders.

Earlier this year, when TSA announced proposed changes in its Prohibited Items List that would have resulted in knives being allowed on planes for the first time since 9/11, we got a firsthand glimpse of the problems that arise when stakeholders are not consulted.

Only after an overwhelmingly negative reaction to this decision did Administrator Pistole put the issue before the advisory committee for review. Ultimately, after this critical consultation, TSA reversed its decision.

Mr. Speaker, it is clear that consultation is important; it is clear that codifying this bill is that necessary. But I would also like to add that there are other organizations who want to be placed in the record in support of it: the Cargo Airline Association, the Association of Flight Attendants, the U.S. Travel Association, the Airports Council International, the Security Manufacturers Coalition, the General Aviation Manufacturers Association, and the Aircraft Owners and Pilots Association.

With that, Mr. Speaker, I urge my colleagues to once again support legislation to codify the Aviation Security Advisory Committee.

AIRCRAFT OWNERS AND
PILOTS ASSOCIATION,

Washington, DC, September 30, 2013.

Hon. BENNIE G. THOMPSON,
Ranking Member, House Committee on Homeland Security, Washington, DC.

DEAR RANKING MEMBER THOMPSON: I write on behalf of the nearly 400,000 members of the Aircraft Owners and Pilots Association (AOPA) in support of your legislation H.R. 1204, the "Aviation Security Stakeholder Participation Act of 2013."

Your legislation requires TSA to formally establish an Aviation Security Advisory Committee (ASAC) to advise on aviation security matters. The ASAC will ensure that general aviation (GA) has a seat at the table for discussion of programs and policy changes related to the improvement of aviation security. Also, the creation of a dedicated GA Security Subcommittee will provide that our community is consulted before major policy changes occur that have a direct impact on GA pilots, aircraft, and airports.

We look forward to working with the Committee in the future to continue to improve general aviation security.

Sincerely,

LORRAINE HOWERTON,
AOPA, Vice President of Legislative Affairs.

GENERAL AVIATION
MANUFACTURERS ASSOCIATION,
Washington, DC, October 28, 2013.

Chairman MICHAEL McCAUL,
Committee on Homeland Security,
Washington, DC.

Ranking Member BENNIE THOMPSON,
Committee on Homeland Security,
Washington, DC.

DEAR CHAIRMAN McCAUL AND RANKING MEMBER THOMPSON: On behalf of the General Aviation Manufacturers Association, we write to urge committee passage of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013, introduced by Congressman BENNIE THOMPSON, and H.R. 2719, the Transportation Security Acquisition and Reform Act, introduced by Transportation Security Chairman RICHARD HUDSON. These items are slated to be marked up by the House Homeland Security Committee on October 29, 2013.

GAMA supports passage of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013, given the important step this measure takes to ensure that stakeholders are included in the policymaking process at TSA. H.R. 1204 establishes the Aviation Security Advisory Committee, in statute, to ensure that all aviation stakeholders, including general aviation, are able to provide input to the TSA in advance of policies being formally proposed. We are also encouraged that H.R. 1204 provides for a general aviation advisory subcommittee to specifically consider issues related to general aviation.

We also support passage of H.R. 2719, the Transportation Security Acquisition and Reform Act, given the focus it places on reform for the agency. While our member companies' involvement in TSA acquisition is limited, the objectives of this legislation are laudable and we hope such efforts will be applied to other areas of TSA governance.

In general, we are pleased that both bills place a priority on improving key processes at the agency. Our member companies remain confounded by a bureaucracy that penalizes manufacturers competing in a global environment for government inaction. Almost ten years have elapsed since TSA was directed to promulgate a final rulemaking to secure repair stations overseas. Today, we still await approval of this rule. While efforts have been made to move this rule forward, the overall government process for TSA security rulemaking lacks accountability and appears to be profoundly dysfunctional.

We urge the committee to favorably consider these bills and to continue their critical and constructive oversight of the Department of Homeland Security and its agencies.

Sincerely,

PETER J. BUNCE,
President and CEO.

Washington, DC, September 6, 2013.

Hon. BENNIE THOMPSON,
Ranking Member, Committee on Homeland Security, Washington, DC.

DEAR RANKING MEMBER THOMPSON: On behalf of the members of the Cargo Airline Association, I am writing to support H.R. 1204, the Aviation Stakeholder Participation Act of 2013. This Bill would require the reestablishment and maintenance of an Aviation Security Advisory Committee (ASAC) to facilitate communications between the Transportation Security Administration (TSA) and the aviation industry.

Historically, the ASAC formed the basis of major initiatives, with industry members working closely with Government Agencies to address a variety of security-related issues. These issues have been traditionally discussed in various Working Groups or Sub-Committees established under the ASAC umbrella. A prime example of the utility of this structure was the establishment of three air cargo Working Groups formed to develop proposed new regulations to address air cargo security threats after the September 11, 2001, attacks. The recommendations of these Working Groups eventually formed the basis of an entirely new TSA air cargo regulatory scheme. H.R. 1204 contains a mandate, not only for ASAC itself, but also for various Sub-Committees that would address the key issues of the day. We support your efforts to ensure ASAC remains a forum for the aviation industry and TSA to work together.

Sincerely,

STEPHEN A. ALTERMAN,
President.

SECURITY MANUFACTURERS COALITION,
Alexandria, VA, October 25, 2013.

Hon. BENNIE THOMPSON,
Ranking Member, House Committee on Homeland Security, Washington, DC.

DEAR MR. THOMPSON: On behalf of the Security Manufacturers Coalition (SMC), I want to express SMC's support for HR 1204, the "Aviation Security Stakeholder Participation Act of 2013." The Act, as we understand it, would codify the Transportation Security Administration's (TSA) Aviation Security Advisory Committee (ASAC).

As you know the SMC membership is made up of nine of the leading U.S. manufacturers of security screening technology. This scanning equipment is used in every major airport in the U.S. and abroad, operating continuously 365 days a year, as part of the overall effort to ensure the security of the traveling public. The SMC formed with the primary purpose of creating a conduit for TSA and the industry to work closely on specific issues facing the development and deployment of screening technology.

The ASAC has been a valuable tool to foster an open dialogue between TSA and aviation interest groups and businesses. We believe the bill reinforces the proposition that a robust, risk-based security system is the product of input from all interested stakeholders.

Thank you for your willingness to take the lead on this important issue. The members of the Coalition sincerely appreciate your interest in preserving through legislation a committee that will make recommendations that will create a safer aviation system for passengers.

Sincerely,

T.J. SCHULZ,
Director, Security Manufacturers Coalition.

ASSOCIATION OF FLIGHT
ATTENDANTS—CWA, AFL-CIO,
Washington, DC, March 14, 2013.

Hon. BENNIE THOMPSON,
Washington, DC.

DEAR CONGRESSMAN THOMPSON, On behalf of the Association of Flight Attendants—CWA, I am writing to thank you for introducing legislation to make the Aviation Security Advisory Committee (ASAC) permanent.

Having been a member of ASAC throughout its operative years since 1989, I can assure you that it should be required to function on an ongoing basis to ensure that the varied and valuable perspectives of the stakeholders affected by aviation security policy and programs are given the opportunity to provide advice and recommendations to the TSA in order to enhance its

processes of evaluating and countering threats to aviation security.

Since 9/11, much has been asked of crewmembers to improve aviation security and flight attendants serve as the last line of defense on board the aircraft. Your bill to establish a permanent ASAC will ensure that the forum for their input, as well as that of other stakeholder members of the ASAC, will contribute to a more thorough process for aviation security without interruption.

Sincerely,

CHRISTOPHER J. WITKOWSKI,
Director, Air Safety, Health and Security.

U.S. TRAVEL ASSOCIATION,
Washington, DC, July 24, 2013.

Rep. RICHARD HUDSON,
Chairman, Transportation Security Subcommittee, House Committee on Homeland Security, Washington, DC.

Rep. CEDRIC RICHMOND,
Ranking Member, Transportation Security Subcommittee, House Committee on Homeland Security, Washington, DC.

DEAR CHAIRMAN HUDSON AND RANKING MEMBER RICHMOND: On behalf of the U.S. Travel Association, it is my pleasure to lend our support for two bills the subcommittee will be marking up later this week—namely, H.R. 1204, the Aviation Security Stakeholder Participation Act, and H.R. 2719, the Transportation Security Acquisition Reform Act. Both of these bills are consistent with the recommendations for transportation security and travel facilitation that U.S. Travel made when issuing "A Better Way: Building a World-Class System for Aviation Security." Specifically, we applaud the provisions of H.R. 1204, which recognize the role of the travel industry as a stakeholder in the Aviation Security Advisory Committee. Additionally, we strongly support the sections of H.R. 2719, which require the Transportation Security Administration (TSA) to develop a multiyear technology investment plan.

The U.S. Travel Association is the national, non-profit organization representing all components of the travel industry that generates \$2.0 trillion in economic output and supports 14.6 million jobs. U.S. Travel's mission is to increase travel to and within the United States.

We look forward to working with you to see the House pass both of these important pieces of legislation.

Sincerely,

ROGER J. DOW,
President & CEO.

AIRPORTS COUNCIL INTERNATIONAL,
JULY 24, 2013.

Hon. BENNIE G. THOMPSON,
Ranking Member, House Committee on Homeland Security, Washington, DC.

DEAR RANKING MEMBER THOMPSON: On behalf of the Airports Council International—North America (ACI-NA), which represents local, regional, and state governing bodies that own and operate commercial airports throughout the United States and Canada, I am pleased to offer our endorsement of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013.

Airport operators have long advocated for the Transportation Security Administration (TSA) to re-establish the Aviation Security Advisory Committee (ASAC). The ASAC allowed aviation stakeholders, including airport operators to advise TSA on aviation security policies, programs, rulemakings and security directives pertaining to aviation security. H.R. 1204 would allow the ASAC once again to provide valuable input into TSA's proposed rules, security directives and aviation security programs which help protect airports, airlines and their passengers.

Again, thank you for your continued support of airport operators and on recognizing the value of having stakeholder input into aviation security programs and TSA regulations. We look forward to working with you on the passage of H.R. 1204.

Sincerely,
DEBORAH MCELROY,
Interim President, Airports
Council International—North America.

Mr. RICHMOND. Mr. Speaker, I continue to reserve the balance of my time.

Mr. MCCAUL. Mr. Speaker, I have no further Members to speak on this bill and will close once the gentleman from Louisiana closes.

I continue to reserve the balance of my time.

Mr. RICHMOND. Mr. Speaker, I thank again the chairman of the full committee, Mr. MCCAUL; the chairman of the subcommittee, Mr. HUDSON; and the ranking member of the full committee, Mr. THOMPSON, for moving this legislation, and thank Mr. THOMPSON for introducing it.

I once again urge my colleagues to support this legislation to codify the Aviation Security Advisory Committee so stakeholders have a permanent seat at the table when TSA develops policies that have a direct impact on our security and their operations.

Simply what it does is guarantees that policies won't be implemented solely by people relying on theory, but ensures that the stakeholders are at the table to talk about the reality of the policies that they implement.

With that, Mr. Speaker, I again urge my colleagues to support the legislation, and I yield back the balance of my time.

Mr. MCCAUL. Mr. Speaker, I urge adoption of this bipartisan bill.

I want to thank Chairman HUDSON, ranking member of the full committee, Mr. THOMPSON, and Ranking Member RICHMOND.

I am proud to report to this House that this committee has passed several bills, all of which have passed unanimously out of our committee. I am not sure if there is any committee in Congress that can say that. I am very proud of that effort. I hope that we can continue in that spirit with more complex legislation that we face in the future. I know that with the ranking member and his spirit of cooperation we will be able to get it done.

With that, I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in strong support of H.R. 1204, "Aviation Security Stakeholder Participation Act of 2013." Ranking Member THOMPSON's steady and long term work on improving airport security is recognized and respected by members on both sides of the aisle.

The Aviation Security Stakeholder Participation Act, introduced by Ranking Member THOMPSON, establishes in law the critical Aviation Security Advisory Committee.

The bill states that the Security Advisory Committee shall be consulted by and advise the Assistant Security on aviation security matters, including the development and implementation of policies, programs, rulemaking,

and security directives pertaining to aviation security.

Since just after 9/11, the Aviation Security Advisory Committee has played the critical role of being industry's voice before TSA, helping to develop policies that make sense operationally, and more importantly, work for the American people.

When Congress established TSA in the wake of the tragic terrorist attack on 9/11, we granted TSA broad latitude to implement policy stakeholders are required to comply with and, in some cases, implement.

The Aviation Security Advisory Committee ensures that the security directives TSA developments are not created in a vacuum.

Establishing the Aviation Security Advisory Committee in law will ensure that the Committee never again becomes inactive, as was the case during the previous Administration.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. MCCAUL) that the House suspend the rules and pass the bill, H.R. 1204, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. MCCAUL. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

EXTENSION OF UNDETECTABLE FIREARMS ACT OF 1988 FOR 10 YEARS

Mr. COBLE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3626) to extend the Undetectable Firearms Act of 1988 for 10 years.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3626

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EXTENSION OF UNDETECTABLE FIREARMS ACT OF 1988 FOR 10 YEARS.

Section 2(f)(2) of the Undetectable Firearms Act of 1988 (18 U.S.C. 922 note) is amended by striking "25" and inserting "35".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from North Carolina (Mr. COBLE) and the gentleman from Virginia (Mr. SCOTT) each will control 20 minutes.

The Chair recognizes the gentleman from North Carolina.

Mr. COBLE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, today I rise in support of H.R. 3626, a bill to extend the Undetectable Firearms Act of 1988 for 10 years. In 1988, Congress passed the original law that makes it illegal to manufacture, import, sell, ship, deliver, possess, transfer, or receive any firearm that is not detectable by walk-through metal detection, or any firearm with major components that do not generate an accurate image before standard airport imaging technology.

The original act passed in 1988, Mr. Speaker, and had a 10-year sunset clause which expired November 10, 1998. Congress renewed the law for 5 years in 1998 and for 10 years in 2003. The law will sunset on December 9, 2013, if it is not reauthorized again.

The original law received overwhelming bipartisan support, and so did each subsequent renewal.

I urge my colleagues to support this extension, and I reserve the balance of my time.

Mr. SCOTT of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 3626, which will extend by 10 years the authorization of the Undetectable Firearms Act, a statute which is in effect through December 9 of this year.

The Undetectable Firearms Act prohibits the import, manufacture, sale, transport, or possession of firearms that are undetectable by metal detectors or x ray machines. Signed into law by President Reagan in 1988, this statute remains critical to public safety.

□ 1315

The law helps protect us from firearms that are undetectable by some of the most conventional means of firearms detection. The law prevents the commercial production and proliferation of such weapons that could be used either by individuals or organized terrorist groups seeking to commit crimes in secure areas, such as courthouses or airplanes. Unfortunately, the need for such protection has grown in recent years.

This statute was originally authorized for 10 years, and subsequently reauthorized for periods of 5 and then another 10 years. The authorization of this prohibition has been incremental because Congress recognized that technology would evolve, and that we may need to update the statute to maintain its effectiveness. In fact, this is what has transpired.

The current law has a critical loophole that may enable and encourage the production of firearms that may escape detection. Under the statute, someone may produce a plastic firearm which is detectable only because it has as metal component—which is not essential for the operation of the firearm—but is easily removable by a firearm user seeking to avoid detection.

In fact, some designs made available on the Internet to assist the manufacture of such guns using 3-D printers include just such a feature. We need to strengthen the law to address this obvious problem, and we should adopt the Undetectable Firearms Act modernization proposal sponsored by the gentleman from New York (Mr. ISRAEL).

He is proposing that the statute be updated to require that the metal which makes a firearm detectable be included in the essential components of the firearm so that, if removed, the gun would not operate. This is a simple and effective means of addressing the problem.

While I support the reauthorization of the Undetectable Firearms Act for 10 years, a 10-year extension should not be interpreted as an agreement that the statute should remain unchanged for that entire term. We need to work quickly to update the law, but it does not appear that we will be able to do that in the time left before the statute's expiration. However, we cannot allow the law to expire and the existing—even if imperfect—protections to lapse.

Finally, with the continued toll of gun violence on our communities, Congress must act immediately on other measures to strengthen our gun laws. We are nearing the first anniversary of the killing of 20 students and six teachers at Sandy Hook Elementary School in Newtown, Connecticut. While such tragic mass shootings bring increased attention to the problem of gun violence, we must recognize that the scope of the problem is much greater; an average of over 30 people a day are murdered with firearms in America.

However, during this Congress, the House has taken no steps to address the problem. The Judiciary Committee has held no hearings, and has not even considered any of the other measures which have been proposed to make us safer from gun violence. For example, we must make a priority of extending the Brady Act to keep firearms out of the hands of criminals, and we should take action on H.R. 1565, the Public Safety and Second Amendment Rights Protection Act, which would expand the Brady background check requirement to firearms sold at gun shows and through commercial advertisements.

We should also consider bills such as H.R. 1318, the Youth PROMISE Act, designed to promote proven crime prevention strategies. With respect to the bill before us today, I commend the gentleman from North Carolina (Mr. COBLE) for introducing the measure to extend the term of the current statute. The Undetectable Firearms Act continues to help protect public safety, and we should reauthorize it while also working to update and improve it without delay. I, therefore, urge my colleagues to support H.R. 3626.

I reserve the balance of my time.

Mr. COBLE. Mr. Speaker, I have no further requests for speakers, and I reserve the balance of my time.

Mr. SCOTT of Virginia. Mr. Speaker, I yield such time as he may consume to the gentleman from New York (Mr. ISRAEL).

Mr. ISRAEL. I thank the gentleman from Virginia, who serves ably as ranking member of the Subcommittee on Crime. I also want to thank my friend, the gentleman from North Carolina (Mr. COBLE), who truly is a gentleman and who will be missed, for his bipartisan work on this bill. We have worked well together, and I am deeply grateful to the gentleman for that partnership.

Mr. Speaker, in 1988 when we passed the Undetectable Firearms Act, the notion of a 3-D printed plastic firearm