

SECURING GENERAL AVIATION AND COMMERCIAL CHARTER AIR CARRIER SERVICE ACT OF 2017

Mr. ESTES of Kansas. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3669) to improve and streamline security procedures related to general aviation and commercial charter air carrier utilizing risk-based security standards, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3669

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

SEC. 2. WEB-BASED SECURE FLIGHT COST AND FEASIBILITY STUDY.

Not later than 120 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall conduct a study to determine the cost and feasibility of establishing web-based access to Secure Flight for commercial charter air carriers.

SEC. 3. SCREENING IN AREAS OTHER THAN PASSENGER TERMINALS.

(a) IN GENERAL.—The Administrator of the Transportation Security Administration is authorized to provide screening services to a commercial charter air carrier in areas other than primary passenger terminals of airports upon the request of such carrier.

(b) REQUEST.—A commercial charter air carrier that wants screening services to be provided to such carrier in an area other than a primary passenger terminal shall request the Federal Security Director for the airport at which such services are requested.

(c) AVAILABILITY.—A Federal Security Director may elect to provide screening services under this section if such services are available.

(d) AGREEMENTS.—

(1) IN GENERAL.—The Administrator of the Transportation Security Administration shall enter into an agreement with a commercial charter air carrier for compensation from such carrier requesting the use of screening services under this section for all reasonable costs in addition to overtime costs that are incurred in the provision of such services.

(2) AVAILABILITY.—Any compensation received by the Transportation Security Administration pursuant to an agreement under this subsection shall be credited to the account used in connection with the provision of the screening services that are the subject of such agreement, notwithstanding section 3302 of title 31, United States Code.

SEC. 4. REPORT ON GENERAL AVIATION SECURITY AND SELECT AVIATION SECURITY TOPICS.

Not later than 120 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration, in consultation with the Aviation Security Advisory Committee, shall, consistent with the requirements of paragraphs (6) and (7) of section 44946(b) of title 49, United States Code, submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate an implementation plan, including an implementation schedule, for any of the following recommendations that were adopted by the Aviation Security Advisory Committee and with which the Administrator

has concurred before the date of the enactment of this Act:

(1) The recommendation regarding general aviation access to Ronald Reagan Washington National Airport, as adopted on February 17, 2015.

(2) The recommendation regarding the vetting of persons seeking flight training in the United States, as adopted on July 28, 2016.

(3) Any other such recommendations relevant to the security of general aviation adopted before the date of the enactment of this Act.

SEC. 5. DESIGNATED STAFFING FOR GENERAL AVIATION.

The Administrator of the Transportation Security Administration is authorized to designate not fewer than one full time employee of the Administration to be responsible for engagement with general aviation stakeholders and manage issues related to general aviation.

SEC. 6. SECURITY ENHANCEMENTS.

Not later than one year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration, in consultation with the Aviation Security Advisory Committee, shall provide to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the feasibility of requiring security threat assessments for all candidates seeking flight school training in the operation of any aircraft having a maximum certificated takeoff weight of more than 12,500 pounds to further enhance the vetting of persons seeking such training in the United States.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Kansas (Mr. ESTES) and the gentlewoman from California (Ms. BARRAGÁN) each will control 20 minutes.

The Chair recognizes the gentleman from Kansas.

GENERAL LEAVE

Mr. ESTES of Kansas. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material.

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

There was no objection.

Mr. ESTES of Kansas. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I am honored to represent the Fourth District of Kansas. My hometown, Wichita, Kansas, is proud to be known as The Air Capital of the World.

Over 100 years ago, Clyde Cessna began manufacturing planes outside of Wichita. Since then, Wichita has grown to be the leading center for aviation manufacturing around the world. In fact, 67 percent of the world's embedded general aviation fleet is manufactured in Kansas. We are proud of the work we do in Wichita, and general aviation has a good home in Kansas.

I worked for many years in the general aviation industry as a process improvement engineer. That is why I am putting forward this important piece of legislation that will help ensure general aviation remains safe and secure.

Mr. Speaker, I urge my colleagues to vote for H.R. 3669, the Securing Gen-

eral Aviation and Commercial Charter Air Carrier Service Act.

General aviation, which includes all noncommercial flights and commercial charters, accounts for nearly two-thirds of all towered operations in the United States. This does not account for the thousands of untowered operations in the United States that are only served by the general aviation community.

However, general aviation and commercial charter air service represent a small fraction of TSA's stakeholder community, causing their issues and concerns to fall to the bottom of the agency's priorities. This bill seeks to elevate some of these important but often overlooked security issues. The general aviation community has important safety concerns that deserve to be heard and acted upon by TSA.

Commercial charters are forced to use antiquated and unsecure systems to ensure their passengers' safety. Currently, the software needed to connect to TSA's Secure Flight system for vetting passengers costs tens of thousands of dollars. Commercial airlines serving 2½ million passengers a day can easily adopt the software; However, smaller operators do not have the passenger volume to absorb the cost.

Currently, TSA emails commercial charter operators large datasets in spreadsheet format that their operators must then check against passenger manifests. This unsecure method presents a serious security risk for this data, which could include sensitive personal information.

I have heard from commercial charter operators that access to the Secure Flight system is a top priority so that they can ensure the safety of the air-space and their passengers. TSA should explore creating a web-based program that these operators could access that would have realtime passenger vetting information and would prevent the unintended distribution of sensitive security information.

Currently, private charter air carriers must use their own flight crews or private screening companies to screen passengers. In certain instances, these carriers would like to occasionally use on- or off-duty TSA agents to screen passengers due to the expertise and training that these agents possess. However, when private charters are performed on short notice, carriers are unable to bring off-duty TSA screeners into their own program due to certain FAA regulations. Language in this bill would allow private charters the flexibility to request and pay for this service without cost to the taxpayer.

Additionally, the Aviation Security Advisory Committee has approved several recommendations regarding improvements to security rules and regulations for general aviation and commercial charter air carrier programs. These important recommendations have yet to be implemented by TSA. This legislation requires TSA to develop an implementation plan and

timeline in which to execute these outstanding recommendations.

The final issue this bill addresses is a lack of a full-time subject matter expert at TSA to interact with general aviation stakeholders and handle general aviation security issues. The industry has been forced to rely on individuals who are often given this portfolio temporarily and struggles to find a reliable point of contact for matters that arise. This bill authorizes the appointment of a full-time employee to handle this portfolio, thus giving the industry a knowledgeable and reliable liaison with TSA.

General aviation and the commercial air charter industry are important components of the aviation community. I believe that their important safety concerns deserve to be heard and acted upon by TSA.

Mr. Speaker, I thank the chairman for his help and assistance. I urge all Members to support this legislation, and I reserve the balance of my time.

Ms. BARRAGÁN. Mr. Speaker, I rise in support of H.R. 3669, the Securing General Aviation and Commercial Charter Air Carrier Service Act of 2017, and I yield myself such time as I may consume.

Mr. Speaker, general aviation flights, such as those that fly out of Compton/Woodley Airport in my district, are integral to our Nation's aviation system.

The Securing General Aviation and Commercial Charter Air Carrier Service Act of 2017 seeks to improve and streamline security measures for general aviation and commercial charter air carriers. Importantly, H.R. 3669 incorporates two key Democratic amendments that were adopted with bipartisan support.

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First, an amendment from the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) ensures that the Aviation Security Advisory Committee can continue to operate independently and clarifies that the TSA Administrator retains the authority to make security decisions.

As amended, the bill would drive TSA to move swiftly to act upon recommendations, with which it concurs, that the TSA's advisory committee issued regarding general aviation security.

Secondly, the bill incorporates an amendment by Representative BENNIE THOMPSON, our ranking member, to require TSA to conduct a feasibility study of requiring security threat assessments for all candidates seeking flight school training to operate large aircraft. Such a study would help inform our efforts in Congress to push TSA towards more effective and comprehensive vetting of flight students.

Under current TSA procedures, a student seeking flight training on aircraft weighing more than 12,500 pounds is not always vetted against the terrorist watch list prior to the commencement of such training. Sixteen years after 9/

11 attacks, more must be done to block security loopholes that were exploited by the 9/11 hijackers. Making sure that anyone who wishes to pilot a large plane is subject to the same level of vetting that a passenger who boards the plane would receive is common sense.

Mr. Speaker, I urge my House colleagues to support this legislation, and I reserve the balance of my time.

Mr. ESTES of Kansas. Mr. Speaker, I yield 3 minutes to the gentleman from New York (Mr. KATKO).

Mr. KATKO. Mr. Speaker, I rise in strong support of H.R. 3669, the Securing General Aviation and Commercial Charter Air Carrier Service Act of 2017, which has been championed by my good friend and colleague, Mr. ESTES.

As chairman of the Subcommittee on Transportation and Protective Security, I appreciate the significant security challenges facing all modes of America's transportation systems, including the often overlooked general aviation and commercial charter sectors.

As we saw this morning with the terrorist attack in New York City against a surface transportation hub, large commercial airliners are not the only target on terrorists' minds, and we must not allow ourselves to be negligent towards the security of all sectors of transportation security.

During his short time in Congress, Congressman ESTES has quickly become one of the most forward-leaning members of the Homeland Security Committee on issues relating to aviation security. Mr. ESTES' legislation will make significant strides in closing security vulnerabilities in general aviation's ability to screen and vet passengers and crew, while better protecting individuals' personally identifiable information from potential exploitation.

Additionally, this bill will hold the Transportation Security Administration accountable to important security recommendations from the Aviation Security Advisory Committee, including those relating to the security vetting for flight school applicants in the United States.

This bill will ensure that the general aviation community, which is often overlooked by TSA, will have a voice within the agency by requiring TSA to designate personnel to be responsible for stakeholder engagement within the general aviation community.

Mr. Speaker, I was honored to have Representative ESTES join me and other bipartisan colleagues on a recent congressional delegation to the Middle East and Europe where we examined a number of aviation security threats and mitigation efforts. Our delegation, combined with our continuous oversight efforts at home, have provided us a stark, firsthand understanding of the security vulnerabilities facing our Nation's aviation systems.

Because of this, I am extremely pleased that Mr. ESTES' bill is being

considered here before the House today. I urge my colleagues to support the bill and our efforts to improve the security of American aviation.

Ms. BARRAGÁN. Mr. Speaker, I am prepared to close, and I yield myself such time as I may consume.

Mr. Speaker, H.R. 3669, is a sensible piece of legislation that seeks to ensure general aviation transportation in our country is secure. H.R. 3669 includes language which passed the House in a bipartisan fashion as part of the Department of Homeland Security Authorization Act to ensure available TSA resources can be used to assist in securing commercial charter flights.

The bill also incorporates Democratic amendments to ensure the independence of the ASAC and to push TSA to study flight school student vetting. While large commercial aircraft operations receive the majority of TSA's attention and resources, we must not ignore the damage that could be inflicted by a terrorist attack on a general aviation flight.

Mr. Speaker, I encourage my colleagues to support H.R. 3669, and I yield back the balance of my time.

Mr. ESTES of Kansas. Mr. Speaker, I urge my colleagues to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. POE of Texas). The question is on the motion offered by the gentleman from Kansas (Mr. ESTES) that the House suspend the rules and pass the bill, H.R. 3669, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

FINANCIAL INSTITUTION CUSTOMER PROTECTION ACT OF 2017

Mr. LUETKEMEYER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2706) to provide requirements for the appropriate Federal banking agencies when requesting or ordering a depository institution to terminate a specific customer account, to provide for additional requirements related to subpoenas issued under the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2706

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 "Financial Institution Customer Protection Act of 2017".

SEC. 2. REQUIREMENTS FOR DEPOSIT ACCOUNT TERMINATION REQUESTS AND ORDERS.

(a) TERMINATION REQUESTS OR ORDERS MUST BE VALID.—