

rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1635, EMPOWERING STUDENTS THROUGH ENHANCED FINANCIAL COUNSELING ACT, AND PROVIDING FOR CONSIDERATION OF H.R. 4606, ENSURING SMALL SCALE LNG CERTAINTY AND ACCESS ACT

Ms. CHENEY, from the Committee on Rules, submitted a privileged report (Rept. No. 115-919) on the resolution (H. Res. 1049) providing for consideration of the bill (H.R. 1635) to amend the loan counseling requirements under the Higher Education Act of 1965, and for other purposes, and providing for consideration of the bill (H.R. 4606) to provide that applications under the Natural Gas Act for the importation or exportation of small volumes of natural gas shall be granted without modification or delay, which was referred to the House Calendar and ordered to be printed.

TSA NATIONAL DEPLOYMENT FORCE ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6461) to amend title 49, United States Code, to establish in the Transportation Security Administration a National Deployment Office, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6461

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 “TSA National Deployment Force Act”.

SEC. 2. NATIONAL DEPLOYMENT OFFICE.

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

“§ 44947. National Deployment Office

“(a) ESTABLISHMENT.—There is established within the Transportation Security Administration a National Deployment Office, to be headed by an individual with supervisory experience. Such individual shall be designated by the Administrator of the Transportation Security Administration.

“(b) DUTIES.—The individual designated as the head of the National Deployment Office shall be responsible for the following:

“(1) Maintaining a National Deployment Force within the Transportation Security Administration that is comprised of transportation security officers, including supervisory transportation security officers and lead transportation security officers, to provide the Administration with rapid and efficient response capabilities and augment the Department of Homeland Security’s homeland security operations to mitigate and reduce risk, including for the following:

“(A) Airports temporarily requiring additional security personnel due to an emer-

gency, seasonal demands, hiring shortfalls, severe weather conditions, passenger volume mitigation, equipment support, or other reasons.

“(B) Special events requiring enhanced security including National Special Security Events, as determined by the Secretary of Homeland Security.

“(C) Response in the aftermath of any manmade disaster, including any terrorist attack.

“(D) Other such situations, as determined by the Administrator.

“(2) Educating transportation security officers regarding how to participate in the Administration’s National Deployment Force.

“(3) Recruiting officers to serve on the National Deployment Force, in accordance with a staffing model to be developed by the Administrator.

“(4) Approving one-year appointments for officers to serve on the National Deployment Force, with an option to extend upon officer request and with the approval of the appropriate Federal Security Director.

“(5) Training officers to serve on the National Deployment Force.”.

(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:

“44947. National Deployment Office.”.

SEC. 3. CONFORMING AMENDMENT.

Subsection (f) of section 114 of title 49, United States Code, is amended—

(1) in paragraph (14), by striking “and” after the semicolon at the end;

(2) by redesignating paragraph (15) as paragraph (16); and

(3) by inserting after paragraph (14) the following new paragraph:

“(15) establish and maintain a National Deployment Office as required under section 44947 of this title; and”.

SEC. 4. CAREER DEVELOPMENT.

The Administrator of the Transportation Security Administration may consider service in the National Deployment Force as a positive factor when evaluating applicants for promotion opportunities within the Transportation Security Administration.

SEC. 5. ANNUAL REPORT.

Not later than one year after the date of enactment of this Act and annually thereafter for five years, the Administrator of the Transportation Security Administration shall submit to the Committee on Homeland Security of the House of Representatives and Committee on Commerce, Science, and Transportation of the Senate a report regarding activities of the National Deployment Office, including the National Deployment Force, established under section 44947 of title 49, United States Code, as added by section 2 of this Act. Each such report shall include information relating to the following:

(1) When, where, why, how many, and for how long the National Deployment Force was deployed throughout the 12-month period covered by such report and the costs associated with such deployment.

(2) A description of collaboration between the National Deployment Office and other components of the Department of Homeland Security, other Federal agencies, and State and local transportation security stakeholders.

(3) The size of the National Deployment Force, including information on the staffing model of such Force and adherence to such model as established by the Administrator.

(4) Information on recruitment, appointment, and training activities, including processes utilized to attract, recruit, appoint, and train officers to serve on the National Deployment Force.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from New Jersey (Mrs. WATSON COLEMAN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

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

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 6461, the TSA National Deployment Force Act, sponsored by my good friend and the ranking member of the Subcommittee on Transportation and Protective Security, Mrs. WATSON COLEMAN.

TSA security operations happen 365 days per year at nearly 440 federalized airports. Our Nation depends on the professionals at TSA who are on the front lines every single day to keep our transportation systems moving and secure.

In testimony before the committee, Administrator Pekoske has stated that TSA’s greatest assets are its people, and I could not agree more. Transportation security officers are tasked with a zero-fail mission, and their dedication to duty is what helps keep traveling Americans secure when they fly within our civil aviation system.

With a strengthening economy, passenger volume has surged over the past few years and is expected to go much higher in the years to come, and TSA has often struggled to accommodate massive traveler volume increases at checkpoints. However, one of the most practical, useful, and helpful tools in TSA’s toolbox, the National Deployment Force, helps TSA alleviate long lines at airport checkpoints, providing both a national security value by minimizing public area security risk and providing efficiency by reducing passenger wait times.

This legislation authorizes the National Deployment Force, or NDF, within TSA to provide rapid and efficient response capabilities.

The NDF is comprised of transportation security officers who may be deployed across the country to supplement existing TSA staffing during periods of high seasonal demand, natural disasters, national special security events, or other scenarios requiring additional security screening support.

Recently, the NDF has provided critical screening support for large-scale events requiring additional security, such as the Super Bowl and in the wake of Hurricane Harvey. Given the anticipated increases in passenger growth, this bipartisan legislation will help ensure that TSA has the resources

it needs to quickly respond to influxes in passenger volume at specific airports.

I am proud to cosponsor this bipartisan legislation with my good friend and colleague from New Jersey to authorize a National Deployment Force and help make TSA the agile agency the American people expect and deserve.

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

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6461, the TSA National Deployment Force Act.

Mr. Speaker, the Transportation Security Administration maintains a National Deployment Force, or NDF, a volunteer force made up of transportation security officers who are deployed to various locations across the country in support of TSA's homeland security mission.

Today, the TSA Administrator is able to deploy this force to respond rapidly to operational challenges at more than 440 airports where TSA conducts security operations. Maintenance of this operational capability would not be possible if TSA did not maintain a robust federalized screening workforce.

TSA deploys the NDF to address hiring difficulties, seasonal demands, severe weather conditions, and periods of relief and recovery following a natural disaster or other major incident, as well as to support securing national security events, again, such as the Super Bowl and national political conventions. In particular, the NDF was critical to ensuring TSA could continue to operate fully in the aftermath of Hurricane Sandy after that storm devastated my region of the country.

Notably, TSA has called upon the NDF to fill staffing gaps at airports where private screening companies operating under TSA's screening partnership program are unable to hire enough officers. My bill authorizes the NDF to ensure its work continues and directs TSA to report to Congress on the NDF's activities to ensure proper oversight.

Because officers serving on the NDF often go above and beyond, leaving their homes and families on short notice, my bill authorizes TSA to consider service in this force as a positive factor when evaluating applicants for promotions within TSA.

The NDF is a critical component of TSA's homeland security efforts, and I urge my colleagues to support this measure.

Mr. Speaker, in closing, in recent years, we have seen TSA face a wide array of challenges, including complex threat streams, lengthy wait times, and the need to reopen airports quickly after natural disasters. The NDF provides TSA with the operational flexibility it needs to maintain the security of our country's transportation systems in the face of these challenges.

Mr. Speaker, I thank my partner on the Transportation and Protective Security Subcommittee, Mr. KATKO, as well as my other colleagues for their support, and I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, I urge my colleagues to support H.R. 6461.

I agree with the comments of my colleague from New Jersey, and I think that this commonsense legislation will give TSA more flexibility and more elasticity in facing the ongoing challenges with staffing issues at airports, especially during peak travel times.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 6461.

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

A motion to reconsider was laid on the table.

DHS COUNTERING UNMANNED AIRCRAFT SYSTEMS COORDINATOR ACT

Mr. PERRY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6438) to amend the Homeland Security Act of 2002 to establish in the Department of Homeland Security an Unmanned Aircraft Systems Coordinator, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6438

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 "DHS Countering Unmanned Aircraft Systems Coordinator Act".

SEC. 2. UNMANNED AIRCRAFT SYSTEMS COUNTERMEASURES COORDINATOR.

(a) IN GENERAL.—Title III of the Homeland Security Act of 2002 (6 U.S.C. 181 et seq.) is amended by adding at the end the following new section:

"SEC. 321. COUNTERING UNMANNED AIRCRAFT SYSTEMS COORDINATOR.

"(a) COORDINATOR.—The Secretary shall designate an official of the Department as the Countering Unmanned Aircraft Systems (UAS) Coordinator (in this section referred to as the 'Coordinator') to coordinate with relevant Department offices and components on the development of policies and plans to counter threats associated with UAS, including—

"(1) countering UAS that may be used in a terrorist attack;

"(2) promoting research and development of counter UAS technologies;

"(3) ensuring the dissemination of information and guidance related to countering UAS threats;

"(4) serving as the Department point of contact for Federal, State, local, and tribal law enforcement entities and the private sector regarding the Department's activities related to countering UAS; and

"(5) carrying out other related UAS activities, as directed by the Secretary.

"(b) COORDINATION WITH APPLICABLE FEDERAL LAWS.—The Coordinator shall, in addition to other assigned duties, coordinate with relevant Department components and offices to ensure testing, evaluation, or deployment of a system used to identify, assess, or defeat a UAS is carried out in accordance with applicable Federal laws.

"(c) COORDINATION WITH PRIVATE SECTOR.—The Coordinator shall, working with the Office of Partnership and Engagement and other relevant Department offices and components, or other Federal agencies, as appropriate, serve as the principal Department official responsible for disseminating to the private sector information regarding counter UAS technology, particularly information regarding instances in which counter UAS technology may impact lawful private sector services or systems."

(b) TECHNICAL AND CONFORMING AMENDMENTS.—

(1) REDESIGNATION OF DUPLICATE SECTION NUMBER.—Title III of the Homeland Security Act of 2002 is amended by redesignating the second section 319 (relating to EMP and GMD mitigation research and development) as section 320.

(2) TABLE OF CONTENTS.—The table of contents in section 1(b) of the Homeland Security Act of 2002 is amended by striking the items relating to sections 317, 319, 318, and 319 and inserting the following new items:

"Sec. 317. Promoting antiterrorism through international cooperation program.

"Sec. 318. Social media working group.

"Sec. 319. Transparency in research and development.

"Sec. 320. EMP and GMD mitigation research and development.

"Sec. 321. Countering Unmanned Aircraft Systems Coordinator."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PERRY) and the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

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

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

There was no objection.

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

Mr. Speaker, I rise in strong support of H.R. 6438, the DHS Countering Unmanned Aircraft Systems Coordinator Act.

In 2016, the Federal Aviation Administration estimated that there were 1.9 million consumer unmanned aircraft systems vehicles, commonly known as drones, in the U.S. This number is expected to grow to a staggering 4.3 million by the end of 2020.

The increased availability and expanded use of drones has led to concerns over the potential risks to national security. Drones provide malicious actors both a robust aerial delivery mechanism for potentially hazardous payloads and anonymity in carrying out an attack.