

U.S. House Committee on Transportation and Infrastructure
U.S. Rep. Don Young, Chairman

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**Landmark Aviation Security Legislation Agreement Reached By
House-Senate Conference Committee;**
**“This Legislation Will Provide The Highest Degree Of Aviation Security In Our
Nation’s History” - U.S. House Transportation Committee Chairman Don Young**

Washington, D.C. - A landmark aviation security package that will create a federalized airport screening system and insure 100 percent baggage screening at our nation’s airports was agreed to today by the Members of a U.S. House-Senate Conference Committee.

The legislation creates a Transportation Security Administration within the Department of Transportation that is responsible for transportation security, including aviation.

The legislation also creates a uniform, consistent security system at our nation’s airports.

“This historic legislation will provide the highest degree of aviation security in our nation’s history,” said **U.S. Rep. Don Young (R-Alaska)**, the Chairman of the House Transportation and Infrastructure Committee.

Young and **U.S. Rep. John Mica (R-FL)**, the Chairman of the House Aviation Subcommittee, were the prime sponsors of the aviation security legislation approved by the House by a 286 to 139 vote.

“Our agreement will provide for federal marshals on commercial flights, increased security in all areas of our airports and jets, and comprehensive screening on every checked bag on all commercial flights,” **Young** said.

“I want to commend the bipartisan efforts of **Senators Fritz Hollings (D-SC), John McCain (R-AZ), Kay Bailey Hutchison (R-TX), and Aviation Chairman John Mica** for their extensive work on reaching this compromise. This agreement took a lot of hard work and negotiations and I believe our efforts have resulted in the best possible aviation security bill possible.

“When we overwhelmingly approved our House bill, I wanted to ensure that our comprehensive

security provisions be included in the conference agreement. Our House provisions dramatically expand security from the moment a person approaches an airport to when they leave the airport at their arrival location. I commend the Senate for accepting these expanded security provisions.

“On the issue of expanded screening security, we reached a compromise that will allow total federal oversight and authority of the screening process. We will have a trained federal workforce for the first two years and pilot programs that will be based upon the successful European federal-private sector model. After two years, each airport will then be given the flexibility to work with the new Undersecretary of Transportation Security to determine which program would provide the best screening security for each airport.

“This is important because the airports and Transportation Security Secretary will then have the important flexibility to retain the best airport screening security possible - whether they be federal or private sector employees.”

Young said numerous House provisions were included in the Conference agreement, including:

1. Creating a new Transportation Security Administration within the Department of Transportation.
2. Establishes a uniform, consistent security system in airports nationwide.
3. Increases the authority of new Transportation Security Undersecretary to issue rules and security directives to improve security.
4. Provides the flexibility during the transition to use any security tools necessary, including private sector security, to insure safety to traveling public.
 1. Provides for the use of nonfederal employees with strict federal oversight to test the difference between the systems at five different types of airports.
 2. Requires 100 percent baggage screening to the maximum extent possible, with full explosive detection systems in place by end of 2002, by using best methods to screen bags.
 3. With regard to federal screeners, gives full authority to fire those employees who do not perform their required duties. Undersecretary will have full authority to hire, fire, and determine any condition of employment of screeners.
 4. Allows the Undersecretary to decide whether to allow unionization, and employees could not strike under any circumstances.
 5. Requires U.S. citizenship for screeners.
 6. Provides full flexibility to insure that potential threats are protected without unduly burdening general aviation.
 7. Provides a hiring preference for veterans.
 8. Allows DOT the ability to authorize guns for use by the pilots.
 9. Establishes a Transportation Security Board to review the actions of the Undersecretary.

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