

115TH CONGRESS
2D SESSION

H. R. 4737

To amend title 49, United States Code, to require the air transportation security programs established by airport operators to contain certain elements.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 8, 2018

Ms. WASSERMAN SCHULTZ (for herself, Mr. HASTINGS, Mr. DEUTCH, Ms. WILSON of Florida, Ms. FRANKEL of Florida, Mr. DIAZ-BALART, and Ms. ROS-LEHTINEN) introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To amend title 49, United States Code, to require the air transportation security programs established by airport operators to contain certain elements.

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 “Airport Advanced Lo-
5 gistics, Emergency Response, and Training Act” or the
6 “Airport ALERT Act”.

1 **SEC. 2. REQUIRED COMPONENTS OF AIRPORT AIR TRANS-**
2 **PORTATION SECURITY PROGRAMS.**

3 (a) IN GENERAL.—Subsection (c)(1) of section
4 44903 of title 49, United States Code, is amended—

5 (1) by striking “(1) The Under Secretary” and
6 inserting “(1)(A) The Under Secretary”; and

7 (2) by adding at the end the following new sub-
8 paragraph:

9 “(B) Each air transportation security program re-
10 quired under subparagraph (A) for an airport shall include
11 each of the following:

12 “(i) Training focused on active violence re-
13 sponse, crowd management, mass evacuation, event
14 recovery, and unified command, that is coordinated
15 with security stakeholders, including all Transpor-
16 tation Security Administration employees at the air-
17 port.

18 “(ii) Security and emergency preparedness
19 training for all airport employees.

20 “(iii) A mass evacuation plan that accounts for
21 complete evacuation of airport terminals and facili-
22 ties.

23 “(iv) A risk communications plan that—

24 “(I) addresses communications with air-
25 lines, non-airline tenants, ground transpor-

1 tation, State, local, and Federal agencies, law
2 enforcement, the media, and the general public;

3 “(II) provides for the timely notification of
4 all Federal employees of all risk communica-
5 tions;

6 “(III) includes a mass notification system;

7 “(IV) provides protocols for responder
8 radio and cell phone usage; and

9 “(V) identifies a lead public spokesperson
10 for airport emergencies.

11 “(v) A continuity of operations plan that in-
12 cludes—

13 “(I) a plan to ensure that critical functions
14 have a minimal probability of disruption and
15 are minimally affected by disruptions caused by
16 security-related and non-security related inci-
17 dents;

18 “(II) a plan to allow for the quick and effi-
19 cient restoration of critical airport functions;
20 and

21 “(III) a contingency plan to provide
22 backup sites when necessary.

23 “(vi) A family assistance and customer care
24 plan that addresses—

25 “(I) evacuee sheltering;

1 “(II) communication with families, victims,
2 and evacuees;

3 “(III) food, water, and medication;

4 “(IV) emergency assistance;

5 “(V) personal item retrieval;

6 “(VI) language services; and

7 “(VII) the unique needs of international
8 travelers.

9 “(C) In the case of a category X airport, an air trans-
10 portation security program required under subparagraph
11 (A) for the airport shall include, in addition to the require-
12 ments under subparagraph (B), an integrated and unified
13 operations center responsible for overseeing and directing
14 security operations for the entire airport that—

15 “(i) is based on a formalized concept of oper-
16 ations; and

17 “(ii) provides direction and resources through a
18 unified command structure.

19 “(D) In the case of a category I, category II, category
20 III, or category IV airport, an air transportation security
21 program required under subparagraph (A) for the airport
22 shall include, in addition to the requirements under sub-
23 paragraph (B)—

24 “(i) a formalized concept of operations; and

1 “(ii) a unified command structure through
2 which direction and resources are provided.”.

3 (b) APPLICABILITY.—In the case of an airport for
4 which the Transportation Security Administration classi-
5 fication is changed after the date of the enactment of this
6 Act, the airport shall be subject to the requirements appli-
7 cable under subsection (c)(1) of section 44903 of title 49,
8 United States Code, as amended by this section, applicable
9 to the new classification category for the airport as of the
10 date on which such classification is changed.

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