

SECTION-BY-SECTION SUMMARY OF THE PROPOSED F.A.A. EXTENSION, SAFETY, AND SECURITY ACT OF 2016

The text of the bill being summarized is [here](#). Much of the bill derives from the House or Senate versions of larger FAA authorization legislation. The text of the House bill as introduced is [here](#) and the text of the Senate bill as passed is [here](#).

TITLE I—FAA EXTENSION

Subtitle A—Airport and Airway Programs

Sec. 1101. Extension of airport improvement program. Extends contract authority for the Airport Improvement Program through the end of fiscal 2016 and the entirety of fiscal 2017 at the fiscal 2015 rate of \$3.350 billion per year.

Sec. 1102. Extension of expiring authorities. Extends eleven statutory authorities that expired on September 30, 2015 and have been extended under previous extension laws.

Sec. 1103. Federal Aviation Administration operations. Authorizes the appropriation of up to \$9.910 billion for FAA Operations for each of fiscal years 2016 and 2017.

Sec. 1104. Air navigation facilities and equipment. Authorizes the appropriation of up to \$2.855 billion for FAA Facilities and Equipment for each of fiscal years 2016 and 2017.

Sec. 1105. Research, engineering, and development. Authorizes the appropriation of up to \$166 million for FAA Research, Engineering and Development for each of fiscal years 2016 and 2017.

Sec. 1106. Funding for aviation programs. Extends the AIR21 funding “guarantee “ provisions of 49 U.S.C. §48114 through the end of FY 2017 but clarifies that the if the amounts authorized in the bill are appropriated, it doesn’t matter for purposes of the guarantee whether or not the total is at least 90 percent of estimated AATF receipts and interest.

Sec. 1107. Essential air service. Authorizes the appropriation of up to \$175 million per year for the discretionary portion of the Essential Air Service subsidy program for each of fiscal years 2016 and 2017.

Subtitle B—Revenue Provisions

Sec. 1201. Expenditure authority from Airport and Airway Trust Fund. Extends the legal authority to spend money from the Airport and Airway Trust Fund through October 1, 2017.

Sec. 1202. Extension of taxes funding Airport and Airway Trust Fund. Extends the existing aviation excise taxes in sections 4081, 4261, 4271 and 4083 of the Internal Revenue Code through September 30, 2017.

TITLE II – AVIATION SAFETY CRITICAL REFORMS

Subtitle A – Safety

Sec. 2101. Pilot records database deadline. Mandates the FAA to create the pilot records database by April 30, 2017. This database was mandated back in 2010 in response to the Colgan 3407 crash, but was never fully implemented. See sec. 406 of the House bill and sec. 2301 of the Senate bill.

Sec. 2102. Cockpit automation management. Mandates the FAA to make sure that airlines are properly training their pilots to deal with failures in the automation systems. See sec. 411 of the House bill.

Sec. 2103. Enhanced mental health screening for pilots. Mandates the FAA to study the possibility to include additional screening for mental health conditions when giving medical certification to pilots. See sec. 2305 of the Senate bill.

Sec. 2104. Laser pointer incidents. Mandates the FAA to inform Congress quarterly about incidents where laser beams were aimed at aircraft, as well as any legal action that the FAA has pursue. See sec. 2301 of the Senate bill.

Sec. 2105. Crash-resistant fuel systems. Mandates the FAA to evaluate and update, as necessary, standards for crash-resistant fuel systems for civilian rotorcraft. See sec. 2403 of the Senate bill.

Sec. 2106. Hiring of air traffic controllers. Reforms the hiring of air traffic controllers, mandating the FAA to give preferential consideration for people with at least one year experience, in civilian or military environments. After those people are given consideration, the FAA must give consideration to two pools of applicants: veterans or people who have successfully completed air traffic controller training and graduated from an institution participating in the Collegiate Training Initiative program, and the general public. The number of individuals in each poll must not differ by more than 10 percent. This section also gets rid of the controversial Biographical Assessment that the FAA has been using in the last few years. Finally, the section waives the maximum age for entry into the profession (31 years) for some candidates. See sec. 4204 of the Senate bill.

Sec. 2107. Training policies regarding assistance for persons with disabilities. Mandates the Comptroller General of the United States to study how airlines train their employees and contractors to assist persons with disabilities. See sec. 3117 of the Senate bill.

Sec. 2108. Air travel accessibility. Mandates the Secretary of Transportation to issue the supplemental notice of proposed rulemaking referenced in the Secretary's Report on Significant Rulemakings, dated June 15, 2015, and assigned Regulation Identification Number 2105-AE12. See sec. 508 of the House bill.

Sec. 2109. Additional certification resources. Establishes a regime where the FAA is reimbursed by the travel expenses it incurs to validate certification approvals from foreign authorities. It also mandates the FAA to study the issue after two years. See sec. 317 of the House bill and sec. 2236 of the Senate bill.

Sec. 2110. Tower marking. Requires the Administrator, no later than one year after enactment of bill, to issue regulations for the marking of covered towers. Requires regulations to ensure that covered towers are marked in a manner that is

uniform, makes the covered towers easily visible, and is consistent with applicable guidance of the Administration. Outlines timelines for covered towers constructed on/after the date where the regulation takes effect. Defines the term “covered tower.” Lists exclusions to term “covered tower.” Requires the Administrator to develop a publicly available database that lists the locations and height of covered towers, keep the database current to the extent practicable, and ensure the protection of proprietary information. See sec. 2402 of the Senate bill.

Sec. 2111. Aviation cybersecurity. Requires the Administrator, no later than 240 days after enactment of the bill, to prepare and submit a Congressional report containing a strategic cybersecurity plan for the FAA. Lists contents of plan. See sec. 601 of the House bill.

Sec. 2112. Repair stations located outside United States. Amends §44733 of title 49, U.S. Code. Inserts new section (f) “Risk-based oversight.” Requires the Administration to take measures to ensure that the safety assessment system established under subsection (a) to occur no later than 90 days after enactment of bill. Outlines such measures. Requires the Administrator to take measures in accordance with U.S. obligations under applicable international agreements and in a manner consistent with applicable laws of the country where the repair station is located. Allows the Administrator to access or review information in possession of a part 121 air carrier. Inserts in subsection (g) new paragraph “Heavy maintenance work.” Defines the term “heavy maintenance work.” Requires the Administrator to issue a notice of proposed rulemaking no later than 90 days after enactment of bill pursuant to §44733(d)(2). Requires the notice of proposed rulemaking to be finalized no later one year after enactment of bill. Requires the Administrator, no later than 180 days after enactment of bill, to ensure that each employee of a repair station (certificated under part 145 of title 14, Code of Federal Regulations) who performs a safety-sensitive function on an air carrier aircraft has undergone a pre-employment background investigation sufficient to determine whether the individual presents a threat to aviation safety. List requirements of background investigation. See sec. 402 of the House bill and sec. 2502 of the Senate bill.

Sec. 2113. Enhanced training for flight attendants. Adds a requirement that flight attendants must be trained in identifying and reporting to appropriate governmental personnel or a law enforcement officer regarding a potential victim or incidence of human trafficking. See sec. 420 of the House bill and sec. 2307 of the Senate bill.

Subtitle B – UAS Safety

Sec. 2201. Definitions. Defines terms relevant to the subtitle. See sec. 401 of the House bill and sec. 2001 of the Senate bill.

Sec. 2202. Identification standards. Mandates the FAA to work with stakeholders to develop standards for remotely identifying operators and owners of drones, and report to Congress after one year. See sec. 2105 of the Senate bill.

Sec. 2203. Safety statements. Mandates that drone manufacturers must provide, at time of purchase, a safety statement include information such as applicable laws and regulations for drone operations, and recommendations to operate the aircraft safely. See sec. 2131 of the Senate bill.

Sec. 2204. Facilitating interagency cooperation for unmanned aircraft authorization in support of firefighting operations and utility restorations. Facilitates the use of unmanned aircraft in such situations. See sec. 438 of the House bill.

Sec. 2205. Interference with wildfire suppression, law enforcement, or emergency response effort by operation of unmanned aircraft. Create a civil penalty for such situation of up to \$20,000. See sec. 444 of the House bill and sec. 2134 of the Senate bill.

Sec. 2206. Pilot project for airport safety and airspace hazard mitigation. Establishes a pilot program to study airspace hazard mitigation at airports and other critical infrastructure using unmanned aircraft detection systems. Six million dollars are appropriated for such a study. See sec. 2135 of the Senate bill.

Sec. 2207. Emergency exemption process. Requires the FAA to set forth an exemption process for public and commercial operators to utilize for special authorization in emergency response efforts. See sec. 2139 of the Senate bill.

Sec. 2208. Unmanned aircraft systems traffic management. Instructs the FAA to work with NASA to develop a research plan and implement a pilot program for an unmanned aircraft system traffic management (“air traffic control for drones”). See sec. 439 of the House bill and sec. 2138 of the Senate bill.

Sec. 2209. Applications for designation. Mandates the FAA to create a system where people will be able request that drones cannot be operated in close proximity to certain facilities like amusement parks or oil fields. See sec. 442 of the House bill and sec. 215 of the Senate bill.

Sec. 2210. Operations associated with critical infrastructure. Allows drone operators to apply to operate a drone under at night or beyond the line of sight. Lists the activities (inspection of pipelines of electric distribution system, for example) that apply for such an exception. See sec. 2126 of the Senate bill.

Sec. 2211. Unmanned aircraft systems research and development roadmap. Amends Section 332(a)(5) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) to increase the scope of the roadmap.

Sec. 2212. Unmanned aircraft systems-manned aircraft collision research. Mandates the FAA to work with NASA to study the implications of impacts of drones with manned aircraft.

Sec. 2213. Probabilistic metrics research and development study. Mandates the FAA to work with the National Academies to study the potential use of probabilistic assessments of risks by the FAA to streamline the integration of unmanned aircraft systems into the national airspace system, including any research and development necessary.

Subtitle C—Time Sensitive Aviation Reforms

Sec. 2301. Small airport relief for safety projects. Extends the “grandfather rule” in 49 U.S.C. §47114(c)(1)(F) (relating to airports that had the minimum 10,000 enplanements per year in 2007 but then dipped below the number) so that it now applies for FY 2017 apportionments to airports which had at least 10,000 enplanements in 2012 but then dipped.

Sec. 2302. Use of revenues at previously associated airport. Adds a new 49 U.S.C. §40117(n) to allow the Ontario International Airport in California to use a passenger facility charge despite the fact that ownership of the airport has changed. See the pending bills [H.R. 4369](#) and [S. 2442](#).

Sec. 2303. Working group on improving air service to small communities. Directs the Secretary of Transportation to create a working group on maintaining and improving air service to small communities. See sec. 3205 of the Senate bill.

Sec. 2304. Computation of basic annuity for certain air traffic controllers. Amends 5 U.S.C. §8415 to retroactively change the calculation method of the basic annuity for air traffic controllers and supervisors. See sec. 4205 of the Senate bill.

Sec. 2305. Refunds for delayed baggage. Requires the Secretary to issue regulations within one year of enactment to require airlines to refund baggage fees automatically if the passenger does not receive the baggage within 12 hours (of the landing of a domestic flight) or 15 hours (of the landing of an international flight) – but the Secretary is allowed to extend the deadlines up to 18 hours domestic and 30 hours international if he determines, on the record, that the 12/15 hour deadlines are “not feasible and would adversely affect consumers in certain cases.” See sec. 3109 of the Senate bill.

Sec. 2306. Contract weather observers. Requires the FAA to report to Congress within one year of enactment on how the elimination of contract weather observers would affect aviation and prohibits the discontinuation of the contract weather observer program before October 1, 2017. See sec. 1219 of the Senate bill.

Sec. 2307. Medical certification of certain small aircraft pilots. Requires the FAA to issue or revise rules, within 180 days of enactment, to create an exemption, under specified circumstances, to the FAA’s current third-class airman medical certification requirements for general aviation (GA) pilots. This section would direct the FAA to issue or revise regulations to ensure that an individual may operate as a pilot of a “covered aircraft” if certain conditions are met. See sec. 417 of the House bill and sec. 2602 of the Senate bill. (This is part of Sen. Inhofe’s “Pilot’s Bill of Rights 2”.)

Sec. 2308. Tarmac delays. Amends 49 U.S.C. §42301 to require the airline emergency contingency plans for deplaning following excessive tarmac delays to include provisions that force pilots to begin to return the aircraft to a gate or other suitable disembarkation point not less than 3 hours after the main door was closed (4 hours for international flights) and defines “excessive tarmac delay” as being more than 3 hours domestic and 4 hours international. See sec. 509 of the House bill.

Sec. 2309. Family seating. Provides that, within 1 year of enactment, DOT shall review and, if appropriate, establish a policy directing all air carriers to enable children under age 13 to sit next to an accompanying family member over the age of 13 to the maximum extent possible and at no additional cost (except when it would have the effect of upgrading someone to another cabin class or avoiding the payments for seats with more legroom or seat pitch). See sec. 3113(d) of the Senate bill.

TITLE III. AVIATION SECURITY

Sec. 3001. Short title. Title may be cited as the “Aviation Security Act of 2016”

Sec. 3002. Definitions. Defines the terms “Administrator,” “Department,” “PreCheck Program,” and “TSA.”

Subtitle A—TSA PreCheck Expansion

(See the bill [H.R. 2843](#) and sections 6201 through 6204 of the Senate bill.)

Sec. 3101. PreCheck program authorization. Allows the Administrator to continue administering the PreCheck program.

Sec. 3102. PreCheck program enrollment expansion. Requires the Administrator to publish PreCheck enrollment standards no later than 90 days after the enactment of this Act. Adds multiple private sector application capabilities for the PreCheck program to increase the public’s enrollment access to the program. Lists requirements for PreCheck program enrollment standards. Requires the Administrator to develop and implement a marketing strategy alongside the private sector, and submit a report to Congress at the end of each fiscal year on any PreCheck Program application fees collected in excess of administering costs. Requires Administrator to coordinate with appropriate components of Department to leverage Department-held data and technologies and partner with the private sector to verify citizenship of PreCheck-enrolled individuals, no later than 120 days after enactment of this Act. Requires Administrator to ensure PreCheck Program lanes are open and available, or provide expedited screening when such lanes are closed. Requires the Administrator to initiate an assessment to identify any security vulnerabilities in the PreCheck Program vetting process, no later than 90 days after enactment of this Act.

Subtitle B—Securing Aviation From Foreign Entry Points and Guarding Airports Through Enhanced Security

(See the bill [H.R. 4968](#) and sections 6301 through 6306 of the Senate bill.)

Sec. 3201. Last point of departure airport security assessment. Requires the Administrator to conduct a comprehensive security risk assessment of all last point of departure airports for US-bound nonstop flights no later than 180 days after enactment of this Act.

Sec. 3202. Security coordination enhancement plan. Requires the Administrator to submit plans to Congress and GAO, no later than 240 days after enactment of this Act, regarding enhancing and bolstering security collaboration, coordination, and information sharing between the US and domestic and foreign partners. Requires Comptroller General to review efforts, capabilities, and effectiveness of TSA no later than 180 days after submission of plan.

Sec. 3203. Workforce assessment. Requires the Administrator to submit a Congressional report, no later than 270 days after enactment of this Act, with a comprehensive workforce assessment of all TSA personnel within the Office of Global Strategies or work in TSA’s global efforts in transportation security.

Sec. 3204. Donation of screening equipment to protect the United States. Authorizes the Administrator to donate adequately functioning security screening equipment to a foreign last point of departure airport. Requires the Administrator to

submit a written explanation to Congress, no later than 30 days after any donation of such equipment. Outlines requirements for written explanation.

Sec. 3205. National cargo security program. Allows the Administrator to evaluate foreign countries' air cargo security programs and determine whether such programs provide an adequate level of security. Outlines process of approval and recognition, or revocation and suspension.

Sec. 3206. International training and capacity development. Requires the Administrator to establish an international training and capacity development program for foreign government authorities in air transportation security. Outlines contents of training.

Subtitle C—Checkpoint Optimization and Efficiency

(See the bill [H.R. 5338](#).)

Sec. 3301. Sense of Congress. States sense of Congress that airport checkpoint security wait times should not take priority over security of the US aviation system.

Sec. 3302. Enhanced staffing allocation model. Requires the Administrator to complete an assessment of TSA's staffing allocation model, no later than 30 days after enactment of this Act, to determine the necessary staffing positions at all US airports where TSA operates checkpoints. Outlines requirements and considerations as part of assessment. Requires Comptroller General to review staffing allocation model and submit results in a Congressional report no later than 180 days after enactment of this Act.

Sec. 3303. Effective utilization of staffing resources. Requires the Administrator to direct TSA officers with appropriate certifications and training to passenger and baggage security screening, while other TSA personnel without such certification and training are utilized for tasks not directly related to security. Requires the Administrator to conduct an assessment of headquarters personnel and reassign appropriate personnel to assist, as appropriate.

Sec. 3304. TSA staffing and resource allocation. Requires the Administrator, no later than 30 days after enactment of this Act, utilize the TSA's Behavior Detection Officers for passenger and baggage security screening, grant additional flexibility and authority to Federal Security Directors in matters related to checkpoint and checked baggage staffing, disseminate a list of checkpoint optimization best practices, and requires the Aviation Security Advisory Committee to provide best practices recommendations for checkpoint security operations optimization. Requires the Administrator to direct each Federal Security Director to establish a staffing advisory working group at each airport TSA oversees and certify to Congress that such staffing advisory working groups have been established. Requires Administrator to submit Congressional reports, no later than 60 days after enactment of this Act, regarding how TSA's Passenger Screening Canine assets may be utilized most effectively and on the status of TSA's Credential Authentication Technology Assessment program.

Sec. 3305. Aviation security stakeholders defined. Defines the term "aviation security stakeholders" as air carriers, airport operators, and labor organizations representing Transportation Security Officers or contract screeners.

Sec. 3306. Rule of construction. Prohibits anything in this subtitle to be construed as authorizing or directing the Administrator to prioritize reducing wait times over security effectiveness.

Subtitle D—Aviation Security Enhancement and Oversight

(See sections 6101 through 6113 of the Senate bill.)

Sec. 3401. Definitions. Defines the terms “appropriate Congressional Committees,” “ASAC,” “Secretary,” and “SIDA.”

Sec. 3402. Threat assessment. Requires the Administrator, no later than 90 days after enactment of this Act, to conduct or update an assessment determining level of risk posed by domestic air transportation systems by individuals with unescorted access to an airport’s secure areas. Lists considerations for such assessment. Lists required content for Congressional reports.

Sec. 3403. Oversight. Requires the Administrator to update the rules on access controls issued by the Secretary under chapter 449 of title 49, USC, subject to public notice and comment and in consultation with airport operators. Lists considerations for updating rules. Allows the Administrator to encourage the issuance by airports and airport operators of free, one-time, 24-hour temporary credentials for workers who have reported their credentials missing (but not permanently lost, stolen, or destroyed). Requires the Administrator to notify Congress each time an airport operator reports a certain percentage of unescorted access is missing, and to submit an annual report on the number of violations and fines related to unescorted access to the SIDA of an airport.

Sec. 3404. Credentials. Requires the Administrator, no later than 90 days after enactment of Act, to issue to airport operators guidance regarding placement of the expiration date on each airport credential issued to a non-US citizen (not to exceed their authorized time to work in the US). Requires the Administrator, no later than 90 days after enactment of this Act, to issue guidance for transportation security inspectors to annually review procedures of airport operators and air carriers for applicants seeking unescorted access, and make available information on identifying suspicious or fraudulent identification materials. Requires guidance to require a comprehensive review of background checks and employment authorization documents issues by Citizenship and Immigration Services.

Sec. 3405. Vetting. Requires the Administrator, no later than 180 days after enactment of this Act, to revise the regulations under §44936 of title 49, USC, to enhance eligibility requirements and disqualifying criminal offenses for anyone seeking or having unescorted access to any SIDA of an airport. Requires the Administrator to develop (or ensure it exists) a waiver process for approving the issuance of credentials for unescorted access to any SIDA of an airport for anyone found to be otherwise ineligible for such credentials. Lists considerations for such waivers. Lists requirements for an airport or aircraft operator to certify each individual receiving unescorted access. Requires the Administrator to submit a Congressional report, no later than 90 days after enactment of this Act, on the status of the aforementioned regulation revisions. Prohibits from misconstruing text to affect existing aviation worker vetting fees imposed by the TSA.

Requires the Administrator and FBI Director, no later than 90 days after enactment of this Act, to fully implement the Rap Back serviced for recurring vetting of eligible TSA-regulated individuals with unescorted access. Lists requirements for Rap Back service. Require the Administrator to submit a Congressional report about Rap Back service no later than 30 days after implementation. Requires the Administration of Director of National Intelligence to coordinate and ensure that the Administrator is authorized to receive automated, real-time access to additional Terrorist Identities Datamart Environment (TIDE) data, no later than 30 days after enactment of this Act. Requires the Secretary to authorize each airport operator, no later than 90 days after enactment of this Act, to have direct access to the E-Verify program and Systematic Alien Verification for Entitlements (SAVE) automated system.

Sec. 3406. Metrics. Requires the Administrator, no later than 1 year after enactment of this Act, to develop and implement performance metrics to measure security effectiveness for the SIDAs of airports. Lists considerations for developing such performance metrics.

Sec. 3407. Inspections and assessments. Requires the Administrator, in consultation with the ASAC and no later than 180 days after enactment of this Act, to develop a model and best practices for unescorted access security. Lists contents for model and best practices. Requires the Administrator to expand the use of transportation security officers and inspectors to conduct enhanced, random and unpredictable, data-driven, and operationally dynamic physical inspections of airport workers at each SIDA of an airport. Requires the Administrator to conduct a review of airports that have implemented additional airport worker screening or perimeter security, and to identify best practices and disseminate these best practices. Allows the Administrator to conduct a pilot program at one or more airports to test and validate best practices.

Sec. 3408. Covert testing. Requires the Administrator to increase the use of red-team, covert testing of access controls to any secure areas of an airport. Requires the Inspector General of Department of Homeland Security to conduct red-team, covert testing of airport access controls of SIDAs of airports. Requires the Administrator to submit a Congressional report no later than 90 days after enactment of this Act and Inspector General to submit a Congressional report no later than 180 days after enactment of this Act.

Sec. 3409. Security directives. Requires the Administrator to conduct a comprehensive review of every current security directive addressed to any regulated entity no later than 180 days after enactment of this Act and annually thereafter. Lists content for such reviews. Requires the Administrator to submit notice to Congress for each security directive issued.

Sec. 3410. Implementation report. Requires the Comptroller General, no later than 1 year after enactment of this Act, to assess TSA's progress and effect on aviation security of implementing requirements under Sec. 3402 through 3409, and submit a Congressional report about results of this assessment.

Sec. 3411. Miscellaneous amendments. Amends subparagraph (A) of §44946(c)(2) of title 49, USC. Limits the term of each member of the Advisory Committee to two years, but allows a member to continue to serve until a successor is appointed.

Amends paragraph (5) of §44946(b) of title 49, USC by striking paragraph (4) and inserting “paragraphs (2) or (4).”

Subtitle E – CHECKPOINTS OF THE FUTURE

(See sec. 6402 of the Senate bill.)

Sec. 3501. Checkpoints of the future. Mandates the Aviation Security Advisory Committee to develop recommendations for more efficient and effective passenger screening processes.

Sec. 3502. Pilot program for increased efficiency and security at category X airports. Mandates the Administrator to establish a pilot program to reconfigure and install security systems that increase efficiency and reduce vulnerabilities in airport terminals, particularly at airports that have large open areas at which screening is conducted.

Sec. 3503. Pilot program for the development and testing of prototypes for airport security systems. Mandates the Administrator to establish a pilot program at three airports to develop and test proto- types of screening security systems and security checkpoint configurations that are intended to expedite the movement of passengers.

Sec. 3504. Report required. A report must be produced regarding the pilot programs of the two previous sections.

Sec. 3505. Funding. List the sources of funding for the pilot programs: TSA own funds and reimbursements from airports.

Sec. 3506. Acceptance and provision of resources by the TSA. Allows the TSA to accept services, supplies, equipment, personnel, or facilities, without reimbursement, from any other public or private entity for these pilot programs.

Subtitle F – MISCELLANEOUS PROVISIONS

Sec. 3601. Visible deterrent. Amends Section 1303 of the Implementing Recommendations of the 9/11 Commission Act of 2007 (6 U.S.C. 1112) regarding VIPR teams. See sec. 5033 of the Senate bill.

Sec. 3602. Law enforcement training for mass casualty and active shooter incidents. Amends paragraph (2) of section 2006(a) of the Homeland Security Act of 2002 (6 U.S.C. 607(a)) to include training for active shooter incidents. See sec. 5034 of the Senate bill.

Sec. 3603. Assistance to airports and surface transportation systems. Amends subsection (a) of section 2008 of the Homeland Security Act of 2002 (6 U.S.C. 609). See sec. 5035 of the Senate bill.