

110TH CONGRESS  
2D SESSION

# H. R. 5982

To direct the Secretary of Homeland Security, for purposes of transportation security, to conduct a study on how airports can transition to uniform, standards-based, and interoperable biometric identifier systems for airport workers with unescorted access to secure or sterile areas of an airport, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

MAY 7, 2008

Mr. THOMPSON of Mississippi (for himself and Ms. JACKSON-LEE of Texas) introduced the following bill; which was referred to the Committee on Homeland Security

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## A BILL

To direct the Secretary of Homeland Security, for purposes of transportation security, to conduct a study on how airports can transition to uniform, standards-based, and interoperable biometric identifier systems for airport workers with unescorted access to secure or sterile areas of an airport, and for other purposes.

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 “Biometric Enhance-  
5 ment for Airport-Risk Reduction Act of 2008”.

1 **SEC. 2. SECRETARY DEFINED.**

2 In this Act, the term “Secretary” means the Sec-  
3 retary of Homeland Security acting through the Assistant  
4 Secretary of Homeland Security (Transportation Security  
5 Administration).

6 **SEC. 3. BIOMETRIC IDENTIFIER SYSTEMS.**

7 (a) STUDY.—

8 (1) IN GENERAL.—The Secretary, in consulta-  
9 tion with the working group of industry stakeholders  
10 to be established under subsection (c), shall conduct  
11 a study on how airports can transition to uniform,  
12 standards-based, and interoperable biometric identi-  
13 fier systems for airport workers with unescorted ac-  
14 cess to secure or sterile areas of an airport.

15 (2) PURPOSE.—The purpose of the study shall  
16 be to enhance transportation security against a po-  
17 tential act of terrorism by an airport worker who is  
18 allowed unescorted access to secure or sterile areas  
19 of an airport.

20 (3) RISK-BASED ANALYSIS.—In conducting the  
21 study, the Secretary shall conduct a risk-based anal-  
22 ysis of all Category X and I airports and other air-  
23 ports, as the Secretary determines appropriate, to  
24 identify where the implementation of biometric iden-  
25 tifier systems could benefit airports.

1           (4) CONSIDERATIONS.—In conducting the  
2 study, the Secretary shall consider the following:

3           (A) PARALLEL SYSTEMS.—Existing par-  
4 allel biometric security systems applicable to  
5 workers with unescorted access to critical infra-  
6 structure, including—

7                   (i) transportation security cards  
8 issued under section 70105 of title 46,  
9 United States Code;

10                   (ii) armed law enforcement travel cre-  
11 dentials issued under section 44903(h)(6)  
12 of title 49, United States Code;

13                   (iii) any biometric credential program  
14 initiated by the Secretary after April 1,  
15 2008; and

16                   (iv) other credential programs used by  
17 the Federal Government, as the Secretary  
18 considers appropriate.

19           (B) INFRASTRUCTURE AND TECHNICAL  
20 REQUIREMENTS.—The architecture, modules,  
21 interfaces, and transmission of data needed to  
22 address risks associated with securing airports  
23 by providing interoperable biometric security  
24 measures and credentials for airport workers

1 with unescorted access to secure and sterile  
2 areas of an airport.

3 (C) EXISTING AIRPORT SYSTEMS.—Bio-  
4 metric infrastructure and systems in use in se-  
5 cure and sterile areas of airports.

6 (D) INCENTIVES.—Possible incentives for  
7 airports that voluntarily seek to implement uni-  
8 form, standards-based, and interoperable bio-  
9 metric identifier systems.

10 (E) ASSOCIATED COSTS.—The costs of im-  
11 plementing uniform, standards-based, and  
12 interoperable biometric identifier systems at air-  
13 ports, including—

14 (i) the costs to airport operators, air-  
15 port workers, air carriers, and other avia-  
16 tion industry stakeholders; and

17 (ii) the costs associated with ongoing  
18 operations and maintenance and modifica-  
19 tions and enhancements needed to support  
20 changes in physical and electronic infra-  
21 structure.

22 (F) GAO RECOMMENDATIONS.—Any rec-  
23 ommendations or findings developed by the  
24 Government Accountability Office relating to  
25 implementing biometric security for airport

1 workers with unescorted access to secure and  
2 sterile areas of airports.

3 (G) INFORMATION FROM OTHER  
4 SOURCES.—Recommendations, guidance, and  
5 information from other sources, including gov-  
6 ernment entities, organizations representing air-  
7 port workers, and private individuals and orga-  
8 nizations.

9 (5) REPORT.—Not later than 180 days after  
10 the date of enactment of this Act, the Secretary  
11 shall submit to the Committee on Homeland Secu-  
12 rity of the House of Representatives and the Com-  
13 mittee on Commerce, Science, and Transportation of  
14 the Senate a report on the results of the study con-  
15 ducted under this subsection.

16 (b) BEST PRACTICES.—

17 (1) IDENTIFICATION OF BEST PRACTICES.—The  
18 Secretary, in consultation with the working group of  
19 aviation industry stakeholders to be established  
20 under subsection (c), shall identify best practices for  
21 the administration of biometric credentials at air-  
22 ports, including best practices for each of the fol-  
23 lowing processes:

24 (A) Registration and enrollment.

25 (B) Eligibility vetting and risk assessment.

1 (C) Issuance.

2 (D) Verification and use.

3 (E) Expiration and revocation.

4 (F) Development of a cost structure for ac-  
5 quisition of biometric credentials.

6 (G) Development of redress processes for  
7 workers.

8 (2) REPORT.—Not later than 240 days after  
9 the date of enactment of this Act, the Secretary  
10 shall—

11 (A) submit to the Committee on Homeland  
12 Security of the House of Representatives and  
13 the Committee on Commerce, Science, and  
14 Transportation of the Senate a report that out-  
15 lines the best practices identified under para-  
16 graph (1); and

17 (B) make the report available to airport  
18 operators.

19 (c) AVIATION AND AIRPORT SECURITY WORKING  
20 GROUP.—

21 (1) IN GENERAL.—The Secretary shall convene  
22 a working group to assist the Secretary with issues  
23 pertaining to implementing and carrying out this  
24 section and aviation and airport security matters  
25 generally.

1           (2) MEMBERSHIP.—The Secretary shall ensure  
2           that the membership of the working group includes  
3           aviation industry stakeholders and specifically in-  
4           cludes individuals selected from among—

5                   (A) the membership of the Transportation  
6                   Security Administration’s Aviation Security Ad-  
7                   visory Committee;

8                   (B) individuals and organizations rep-  
9                   resenting airports;

10                  (C) individuals and organizations rep-  
11                  resenting airport workers, including those air-  
12                  port workers with unescorted access to secure  
13                  and sterile areas of airports;

14                  (D) individuals and organizations rep-  
15                  resenting the biometric technology sector; and

16                  (E) any other individuals and organiza-  
17                  tions that the Secretary considers appropriate.

18           (3) NONAPPLICABILITY OF FACA.—The Federal  
19           Advisory Committee Act (5 U.S.C. App.) shall not  
20           apply to working group established under this sub-  
21           section.

22           (4) SUNSET.—The working group established  
23           under this subsection shall cease operations 30 days  
24           after the date of submission of the report under sub-  
25           section (a)(5) or 30 days after the date of submis-

1 sion of the report under subsection (b)(2), whichever  
2 is later.

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