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(Original Signature of Member)

118TH CONGRESS
2D SESSION

H. R. _____

To improve the passenger experience during aviation checkpoint security screening, without reducing security effectiveness, by encouraging the deployment of technological and other solutions, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

M____. _____ introduced the following bill; which was referred to the
Committee on _____

A BILL

To improve the passenger experience during aviation checkpoint security screening, without reducing security effectiveness, by encouraging the deployment of technological and other solutions, 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 “Supporting Passengers
5 with Efficient and Effective Detection through Screening
6 Act” or the “SPEED through Screening Act”.

1 **SEC. 2. STRATEGIES TO REDUCE PATDOWNS AND THE**
2 **NEED TO DIVEST ITEMS DURING SCREENING**
3 **WITHOUT REDUCING SECURITY EFFECTIVE-**
4 **NESS.**

5 (a) STRATEGY TO REDUCE PATDOWNS WITHOUT RE-
6 DUCING SECURITY EFFECTIVENESS.—

7 (1) IN GENERAL.—Not later than one year
8 after the date of the enactment of this Act, the Ad-
9 ministrator shall submit to the appropriate congres-
10 sional committees a strategy for the following five
11 years to reduce the rate at which Administration
12 personnel are required to conduct patdowns during
13 passenger screening carried out pursuant to section
14 44901 of title 49, United States Code, to the extent
15 practicable, without reducing overall security effec-
16 tiveness.

17 (2) CONSIDERATIONS.—In producing the strat-
18 egy required under paragraph (1), the Administrator
19 shall consider the following:

20 (A) The effects of improvements made to
21 screening activities within the immediately pre-
22 ceding five years, including refinements to ad-
23 vanced imaging technology detection algorithms,
24 and an estimation of the extent to which such
25 improvements have already reduced the rate of
26 patdowns and enhanced security.

1 (B) The potential to make further im-
2 provements to existing security technologies, in-
3 cluding through enhanced detection algorithms,
4 to further reduce the rate of patdowns during
5 passenger screening without reducing overall se-
6 curity effectiveness.

7 (C) The availability of next-generation or
8 new screening technologies, such as detection at
9 range technology or handheld screening equip-
10 ment, that could help reduce the rate of
11 patdowns during passenger screening without
12 reducing overall security effectiveness.

13 (D) The extent to which certain passenger
14 populations, including the categories of individ-
15 uals protected from discrimination under para-
16 graph (a)(1) of section 60307 of the Infrastruc-
17 ture Investment and Jobs Act (Public Law
18 117–58; 47 U.S.C. 1726), may undergo
19 patdowns at a higher rate than the general pas-
20 senger population during passenger screening,
21 and methods for reducing the rate of patdowns
22 among such passenger populations during pas-
23 senger screening without reducing overall secu-
24 rity effectiveness.

1 (E) The factors contributing to any higher
2 rate of patdowns for particular passenger popu-
3 lations during passenger screening, as described
4 in subparagraph (D).

5 (F) Methods for developing screening tech-
6 nologies and processes to address any higher
7 rate of patdowns among particular passenger
8 populations during passenger screening, as de-
9 scribed in subparagraph (D), without reducing
10 overall security effectiveness.

11 (G) Projected costs and timelines for im-
12 plementation of the strategy.

13 (H) Any other considerations determined
14 appropriate by the Administrator.

15 (b) STRATEGY TO REDUCE THE NEED TO DIVEST
16 ITEMS DURING SCREENING WITHOUT REDUCING SECU-
17 RITY EFFECTIVENESS.—

18 (1) IN GENERAL.—Not later than one year
19 after the date of the enactment of this Act, the Ad-
20 ministrator shall submit to the appropriate congres-
21 sional committees a strategy for the following five
22 years to reduce the need for passengers to divest
23 items from their person or property during pas-
24 senger screening carried out pursuant to section
25 44901 of title 49, United States Code, to the extent

1 practicable, without reducing overall security effec-
2 tiveness.

3 (2) CONSIDERATIONS.—In producing the strat-
4 egy required under paragraph (1), the Administrator
5 shall consider the following:

6 (A) The feasibility of reducing the need for
7 passengers to divest each of the following items:

8 (i) Shoes.

9 (ii) Belts.

10 (iii) Loose fitting or bulky clothing.

11 (iv) Hats, wigs, head coverings, and
12 other headwear, including religious
13 headwear.

14 (v) Articles of faith.

15 (vi) Prosthetics, assistive devices, and
16 other medical or special needs items.

17 (vii) Liquids, aerosols, gels, creams,
18 pastes, and powders.

19 (viii) Laptops and other large elec-
20 tronic devices.

21 (ix) Any other items determined ap-
22 propriate by the Administrator;

23 (B) The effects of improvements made to
24 screening activities within the immediately pre-
25 ceding five years, including deployments of com-

1 puted tomography machines for screening
2 carry-on baggage, and a description of the ex-
3 tent to which such improvements have already
4 reduced the need for passengers to divest items
5 specified in subparagraph (A).

6 (C) The potential to make further improve-
7 ments to existing security technologies, includ-
8 ing through enhanced detection algorithms, to
9 further reduce the need for passengers to divest
10 such items without reducing overall security ef-
11 fectiveness.

12 (D) The availability of next-generation or
13 new screening technologies that could help re-
14 duce the need for passengers to divest such
15 items without reducing overall security effec-
16 tiveness.

17 (E) The extent to which efforts to reduce
18 the need for passengers to divest such items
19 complicates any efforts to reduce the rate of
20 patdowns during security screening, and options
21 to ameliorate any such complications.

22 (F) Projected costs and timelines for im-
23 plementation of the strategy.

24 (G) Any other considerations determined
25 appropriate by the Administrator.

1 (c) FEASIBILITY STUDY ON ALLOWANCE OF LIQ-
2UIDS, AEROSOLS, GELS, AND POWDERS.—

3 (1) IN GENERAL.—Not later than one year
4 after the date of the enactment of this Act, the Ad-
5 ministrator shall submit to the appropriate congres-
6 sional committees a report on the findings of a feasi-
7 bility study regarding allowing passengers to board
8 commercial aircraft carrying increased volumes of
9 liquids, aerosols, gels, creams, pastes, powders, or
10 any other substance currently subject to volume-
11 based carriage limitations, to the extent practicable,
12 without reducing overall security effectiveness.

13 (2) CONSIDERATIONS.—In carrying out the fea-
14 sibility study required under paragraph (1), the Ad-
15 ministrator shall consider the following:

16 (A) The effects of improvements made to
17 screening activities within the immediately pre-
18 ceding five years, including deployments of com-
19 puted tomography machines and bottle liquid
20 scanners for screening carry-on baggage.

21 (B) The potential to make further im-
22 provements to existing security technologies, in-
23 cluding through enhanced detection algorithms,
24 to reduce the need for volume-based carriage
25 limitations.

1 (C) The availability of next-generation or
2 new screening technologies that could help re-
3 duce the need for volume-based carriage limita-
4 tions.

5 (D) The effectiveness of security screening
6 practices used by counterparts in foreign coun-
7 tries that allow carriage of increased volumes of
8 substances referred to in such paragraph.

9 (E) Current intelligence regarding threats
10 posed by the carriage of substances referred to
11 in such paragraph, and other risk consider-
12 ations determined appropriate by the Adminis-
13 trator.

14 (F) Any actions directed by the Adminis-
15 trator as a result of such feasibility study and
16 projected costs and timelines for implementa-
17 tion of such actions.

18 (G) Any other considerations determined
19 appropriate by the Administrator.

20 (d) CLASSIFICATION AND PUBLICATION.—The Ad-
21 ministrator shall post on a publicly available webpage of
22 the Administration unclassified versions of the strategies
23 required under subsections (a) and (b) and the report re-
24 quired under subsection (c). If the Administrator deter-
25 mines such is appropriate, such strategies and report may

1 contain classified or sensitive annexes, and the Adminis-
2 trator shall submit to the appropriate congressional com-
3 mittees any such annex at the time of submission of the
4 strategy or report, as the case may be, to which such
5 annex relates.

6 (e) DEPLOYMENT OF DETECTION AT RANGE TECH-
7 NOLOGY.—

8 (1) IN GENERAL.—The Administrator may de-
9 ploy detection at range technology for the screening
10 of passengers carried out pursuant to section 44901
11 of title 49, United States Code, subject to standards
12 for testing and evaluation of such technology as de-
13 termined appropriate by the Administrator.

14 (2) ALLOWING FOR USE OF DETECTION AT
15 RANGE TECHNOLOGY.—Subparagraph (C) of section
16 44901(l)(1) of title 49, United States Code, is
17 amended by inserting “or a live image of the indi-
18 vidual being screened that does not look meaning-
19 fully different from the individual’s public presen-
20 tation” before the period.

21 (3) FEASIBILITY ASSESSMENT.—Not later than
22 180 days after the date of the enactment of this Act,
23 the Administrator shall assess the feasibility of using
24 detection at range technology for the following:

1 (A) Resolving alarms from other screening
2 technologies, including advanced imaging tech-
3 nology machines, without the need for a
4 patdown.

5 (B) Augmenting screening of nontrusted
6 traveler populations that may not otherwise be
7 screened for nonmetallic prohibited items.

8 (C) Improving the screening experience
9 for—

10 (i) passengers with disabilities, per-
11 sonal medical devices, or medical condi-
12 tions; and

13 (ii) other passengers who may require
14 additional assistance.

15 (D) Primary screening of passengers, in-
16 cluding to allow passengers who opt out of
17 being screened by an advanced imaging tech-
18 nology to be screened without the need for a
19 patdown except to resolve alarms.

20 (4) BRIEFING.—Not later than 30 days after
21 completing the feasibility assessment required under
22 paragraph (3), the Administrator shall brief the ap-
23 propriate congressional committees regarding the re-
24 sults of such assessment.

1 (5) PRIORITIZATION.—In deploying detection at
2 range technology pursuant to paragraph (1), the Ad-
3 ministrator shall, to the extent determined feasible
4 pursuant to paragraph (3), prioritize deployments of
5 such technology that—

6 (A) reduce the need for patdowns during
7 passenger screening without reducing overall se-
8 curity effectiveness;

9 (B) enhance security effectiveness, includ-
10 ing by augmenting screening of nontrusted
11 traveler populations that may not otherwise be
12 screened for nonmetallic prohibited items;

13 (C) improve the screening experience for—

14 (i) passengers with disabilities, per-
15 sonal medical devices, or medical condi-
16 tions; and

17 (ii) other passengers who may require
18 additional assistance.

19 (D) provide primary screening of pas-
20 sengers, including to allow passengers who opt
21 out of being screened by an advanced imaging
22 technology to be screened without the need for
23 a patdown except to resolve alarms.

24 (f) SCREENING STATISTICS.—

1 (1) IN GENERAL.—The Administrator shall
2 seek to collect anonymized statistics regarding the
3 screening of passengers carried out by Administra-
4 tion personnel pursuant to section 44901 of title 49,
5 United States Code. Such statistics shall, to the ex-
6 tent practicable, be disaggregated by airport and
7 date and include the numbers of passengers who un-
8 dergo any of the following:

9 (A) Screening in TSA PreCheck lanes.

10 (B) Screening out of TSA PreCheck lanes.

11 (C) Enhanced screening based on vetting
12 status.

13 (D) Patdowns, including patdowns of sen-
14 sitive body areas.

15 (E) Screening by advanced imaging tech-
16 nology machines.

17 (F) Screening by canines.

18 (G) Screening by walk-through metal de-
19 tectors out of TSA PreCheck lanes without ad-
20 ditional screening for non-metallic prohibited
21 items.

22 (H) Any other category of screening deter-
23 mined appropriate by the Administrator.

1 (2) CONSIDERATIONS.—In seeking to collect
2 statistics pursuant to paragraph (1), the Adminis-
3 trator shall consider the following:

4 (A) The need to protect the civil rights,
5 civil liberties, and privacy of passengers.

6 (B) The potential for noninvasive tech-
7 nologies, such as cameras and artificial intel-
8 ligence, to provide information regarding pas-
9 senger screening.

10 (C) Methods to collect statistics requiring
11 minimal input by Administration personnel, in-
12 cluding new technologies or enhancements to
13 existing technologies, such as by installing soft-
14 ware allowing personnel to easily specify how an
15 alarm was cleared.

16 (D) If collecting statistics regarding the
17 screening of all passengers is not practicable,
18 methods to collect statistics regarding the
19 screening of a sample set of passengers suffi-
20 cient to extrapolate estimated statistics for all
21 passengers.

22 (E) Any other considerations determined
23 appropriate by the Administrator.

24 (3) ANNUAL BRIEFING.—Not later than one
25 year after the date of the enactment of this Act and

1 annually thereafter, the Administrator shall brief the
2 appropriate congressional committees regarding the
3 statistics collected pursuant to paragraph (1). Each
4 such briefing shall include monthly totals
5 disaggregated by airport.

6 (4) PUBLICATION.—The Administrator shall
7 publish annually on a publicly available website of
8 the Administration the statistics collected pursuant
9 to paragraph (1), to the extent practicable, while
10 protecting classified or sensitive information.

11 (g) RULE OF CONSTRUCTION.—Nothing in this sec-
12 tion may be construed to prevent the Administration from
13 conducting patdowns, requiring divestiture of items for
14 screening, or carrying out other forms of permissible
15 modes of screening to ensure overall security effectiveness.

16 (h) AUTHORIZATION OF APPROPRIATIONS.—There
17 are authorized to be appropriated to the Administration
18 \$20,000,000 for fiscal year 2024 to research, test, evalu-
19 ate, procure, and deploy screening processes or tech-
20 nologies that may reduce the need for patdowns or item
21 divestiture or assist in the collection of statistics in fur-
22 therance of the requirements of subsections (a) and (f).

23 (i) COMPTROLLER GENERAL REVIEW.—Not later
24 than two years after the date of the enactment of this Act,
25 the Comptroller General of the United States shall submit

1 to the appropriate congressional committees a report on
2 the implementation of this Act.

3 (j) DEFINITIONS.—In this section:

4 (1) ADMINISTRATION.—The term “Administra-
5 tion” means the Transportation Security Adminis-
6 tration.

7 (2) ADMINISTRATOR.—The term “Adminis-
8 trator” means the Administrator of the Transpor-
9 tation Security Administration.

10 (3) ADVANCED IMAGING TECHNOLOGY.—The
11 term “advanced imaging technology” has the mean-
12 ing given such term in section 44901(l)(1)(A) of title
13 49, United States Code.

14 (4) APPROPRIATE CONGRESSIONAL COMMIT-
15 TEES.—The term “appropriate congressional com-
16 mittees” means the Committee on Homeland Secu-
17 rity of the House of Representatives and Committee
18 on Commerce, Science, and Transportation of the
19 Senate.

20 (5) DETECTION AT RANGE TECHNOLOGY.—The
21 term “detection at range technology” means any
22 technology using passive, noninvasive means, such as
23 thermal imaging, to screen passengers for potential
24 threat items without requiring physical contact with
25 such passengers.

1 (6) PATDOWN.—The term “patdown” means a
2 physical inspection that includes direct physical con-
3 tact with or without gloves of any part of a person’s
4 body, including the head, hair, torso, breasts, groin,
5 buttocks, limbs, extremities, or other body parts.