

**SEC. 9. CERTAIN TSA PERSONNEL LIMITATIONS NOT TO APPLY.**

(a) IN GENERAL.—Notwithstanding any provision of law to the contrary, any statutory limitation on the number of employees in the Transportation Security Administration, before or after its transfer to the Department of Homeland Security from the Department of Transportation, does not apply after fiscal year 2007.

(b) AVIATION SECURITY.—Notwithstanding any provision of law imposing a limitation on the recruiting or hiring of personnel into the Transportation Security Administration to a maximum number of permanent positions, the Secretary of Homeland Security shall recruit and hire such personnel into the Administration as may be necessary—

(1) to provide appropriate levels of aviation security; and

(2) to accomplish that goal in such a manner that the average aviation security-related delay experienced by airline passengers is reduced to a level of less than 10 minutes.

**SEC. 10. SPECIALIZED TRAINING.**

The Administrator of the Transportation Security Administration shall provide advanced training to transportation security officers for the development of specialized security skills, including behavior observation and analysis, explosives detection, and document examination, in order to enhance the effectiveness of layered transportation security measures.

**SEC. 11. EXPLOSIVE DETECTION AT PASSENGER SCREENING CHECKPOINTS.**

(a) IN GENERAL.—Within 90 days after the date of enactment of this Act, the Secretary of Homeland Security shall issue the strategic plan the Secretary was required by section 44925(a) of title 49, United States Code, to have issued within 90 days after the date of enactment of the Intelligence Reform and Terrorism Prevention Act of 2004.

(b) DEPLOYMENT.—Section 44925(b) of title 49, United States Code, is amended by adding at the end thereof the following:

“(3) FULL DEPLOYMENT.—The Secretary shall fully implement the strategic plan within 1 year after the date of enactment of the Aviation Security Improvement Act.”

**SEC. 12. APPEAL AND REDRESS PROCESS FOR PASSENGERS WRONGLY DELAYED OR PROHIBITED FROM BOARDING A FLIGHT.**

(a) IN GENERAL.—Subtitle C of title IV of the Homeland Security Act of 2002 (6 U.S.C. 231 et seq.) is amended by adding at the end the following:

**“SEC. 431. APPEAL AND REDRESS PROCESS FOR PASSENGERS WRONGLY DELAYED OR PROHIBITED FROM BOARDING A FLIGHT.**

“(a) IN GENERAL.—The Secretary shall establish a timely and fair process for individuals who believe they have been delayed or prohibited from boarding a commercial aircraft because they were wrongly identified as a threat under the regimes utilized by the Transportation Security Administration, the Bureau of Customs and Border Protection, or any other Department entity.

“(b) OFFICE OF APPEALS AND REDRESS.—

“(1) ESTABLISHMENT.—The Secretary shall establish an Office of Appeals and Redress to oversee the process established by the Secretary pursuant to subsection (a).

“(2) RECORDS.—The process established by the Secretary pursuant to subsection (a) shall include the establishment of a method by which the Office of Appeals and Redress, under the direction of the Secretary, will be able to maintain a record of air carrier passengers and other individuals who have been misidentified and have corrected erroneous information.

“(3) INFORMATION.—To prevent repeated delays of an misidentified passenger or other

individual, the Office of Appeals and Redress shall—

“(A) ensure that the records maintained under this subsection contain information determined by the Secretary to authenticate the identity of such a passenger or individual; and

“(B) furnish to the Transportation Security Administration, the Bureau of Customs and Border Protection, or any other appropriate Department entity, upon request, such information as may be necessary to allow such agencies to assist air carriers in improving their administration of the advanced passenger prescreening system and reduce the number of false positives.”

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of such Act is amended by inserting after the item relating to section 430 the following:

“431. Appeal and redress process for passengers wrongly delayed or prohibited from boarding a flight.”

**SEC. 13. STRATEGIC PLAN TO TEST AND IMPLEMENT ADVANCED PASSENGER PRESCREENING SYSTEM.**

Not later than 180 days after the date of enactment of this Act, the Secretary of Homeland Security, in consultation with the Administrator of the Transportation Security Administration, shall submit to the Congress a plan that—

(1) describes the system to be utilized by the Department of Homeland Security to assume the performance of comparing passenger information, as defined by the Administrator of the Transportation Security Administration, to the automatic selectee and no-fly lists, utilizing appropriate records in the consolidated and integrated terrorist watchlist maintained by the Federal government;

(2) provides a projected timeline for each phase of testing and implementation of the system;

(3) explains how the system will be integrated with the prescreening system for passengers on international flights; and

(4) describes how the system complies with section 552a of title 5, United States Code.

**SEC. 14. REPAIR STATION SECURITY.**

(a) CERTIFICATION OF FOREIGN REPAIR STATIONS SUSPENSION.—If the regulations required by section 44924(f) of title 49, United States Code, are not issued within 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration may not certify any foreign repair station under part 145 of title 14, Code of Federal Regulations, after such 90th day unless the station was previously certified by the Administration under that part.

(b) 6-MONTH DEADLINE FOR SECURITY REVIEW AND AUDIT.—Subsections (a) and (d) of section 44924 of title 49, United States Code, are each amended by striking “18 months” and inserting “6 months”.

**SEC. 15. GENERAL AVIATION SECURITY.**

Section 44901 of title 49, United States Code, is amended by adding at the end thereof the following:

“(i) GENERAL AVIATION AIRPORT SECURITY PROGRAM.—

“(1) IN GENERAL.—Within 1 year after the date of enactment of the Aviation Security Improvement Act the Administrator of the Transportation Security Administration shall—

“(A) develop a standardized threat and vulnerability assessment program for general aviation airports (as defined in section 47135(m)); and

“(B) implement a program to perform such assessments on a risk-assessment basis at general aviation airports.

“(2) GRANT PROGRAM.—Within 6 months after date of enactment of the Aviation Se-

curity Improvement Act the Administrator shall initiate and complete a study of the feasibility of a program, based on a risk-managed approach, to provide grants to general aviation airport operators for projects to upgrade security at general aviation airports (as defined in section 47135(m)). If the Administrator determines that such a program is feasible, the Administrator shall establish such a program.

“(3) APPLICATION TO FOREIGN-REGISTERED GENERAL AVIATION AIRCRAFT.—Within 180 days after the date of enactment of the Aviation Security Improvement Act, the Administrator shall develop a risk-based system under which—

“(A) foreign-registered general aviation aircraft, as identified by the Administrator, in coordination with the Administrator of the Federal Aviation Administration, are required to submit passenger information to the Transportation Security Administration before entering United States airspace; and

“(B) such information is checked against appropriate databases maintained by the Transportation Security Administration.”

“(4) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of Homeland Security such sums as may be necessary to carry out any program established under paragraph (2).”

**SEC. 16. SECURITY CREDENTIALS FOR AIRLINE CREWS.**

Within 180 days after the date of enactment of this Act, the Administrator of the Transportation Security Administration shall, after consultation with airline, airport, and flight crew representatives, transmit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on the status of its efforts to institute a sterile area access system or method that will enhance security by properly identifying authorized airline flight deck and cabin crew members at screening checkpoints and granting them expedited access through screening checkpoints. The Administrator shall include in the report recommendations on the feasibility of implementing the system for the domestic aviation industry beginning 1 year after the date on which the report is submitted. The Administrator shall begin full implementation of the system or method not later than 1 year after the date on which the Administrator transmits the report.

**SUBMITTED RESOLUTIONS****SENATE RESOLUTION 72—ACKNOWLEDGING THE SEVERITY OF THE WETLAND LOSS OCCURRING IN LOUISIANA AND SUPPORTING THE OBSERVANCE OF WORLD WETLANDS DAY IN THE UNITED STATES**

Ms. LANDRIEU submitted the following resolution; which was referred to the Committee on Environment and Public Works:

**S. RES. 72**

Whereas Louisiana's coastal wetlands are among the Nation's most diverse and productive ecosystems, home to ospreys, egrets, alligators, shellfish, turtles, sea grasses, and bald cypress trees;

Whereas Louisiana's wetlands are eroding at a rate of 25 square miles per year and, as a result of Hurricane Katrina on August 29, 2005, and Hurricane Rita on September 24, 2005, 217 square miles of wetlands were turned into open water, significantly advancing Louisiana's wetlands loss;

Whereas the State has lost 2,100 square miles of coastal wetlands since the 1930s and is expected to lose another 500 square miles over the next 50 years if nothing is done to mitigate wetland loss;

Whereas 2,000,000 residents, more than 50 percent of the State's population, live within Louisiana's coastal zone;

Whereas Louisiana's working wetlands provide protection for coastal communities and for oil and gas pipelines that serve as the major energy artery in the United States, delivering more than 25 percent of the Nation's energy;

Whereas wetland ecosystems throughout the United States are threatened by erosion, invasive species, runoff, and habitat loss; and

Whereas World Wetlands Day is celebrated around the world on February 2 of each year by government agencies, nongovernmental organizations, and groups of citizens in the global community: Now, therefore, be it

*Resolved*, That the Senate—

(1) acknowledges the severity of the wetland loss occurring in Louisiana;

(2) recognizes and supports the observance of World Wetlands Day in the United States; and

(3) supports efforts to raise awareness about the critical need to sustain and preserve wetlands in Louisiana, the United States, and throughout the world.

Ms. LANDRIEU. Mr. President, I come to the floor today in honor of World Wetlands Day proclaiming February 2 America's Wetlands Day.

February 2, 1971 was the date of the adoption of the Convention on Wetlands in the Iranian city of Ramsar on the shores of the Caspian Sea.

Each year since 1971, leaders from all parts of the world have used this day to raise public awareness of the value and benefits of wetlands—not only as ecological gems, but as economic boons, incubators of biodiversity, and a sportsman's paradise.

The signing in 1971 of the Convention on Wetlands provided a framework for national action and international cooperation toward the conservation and wise use of wetlands and their resources. Wetlands can be found in every country and are among the most productive ecosystems in the world.

Those of us from Louisiana have a rather unique perspective on the subject of wetlands. You see, Louisiana's coast is really America's Wetland. It is not a beach, but a vast landscape of estuaries, rivers, freshwater marsh, forested floodplains, and vernal pools.

The landscape that extends along Louisiana's coast is one of the largest and most productive expanses of coastal wetlands in North America. It is the seventh largest delta on earth, where the Mississippi River drains two-thirds of the United States. It is also one of the most productive environments in America—"working wetlands" as they are known to Louisianians—producing more seafood than any other State in the lower 48. It's the nursery ground for the Gulf of Mexico and habitat for one of the greatest flyways in the world for millions of waterfowl and migratory songbirds.

Even more importantly, Louisiana's coastal wetlands provide storm protection for ports that carry nearly 500 mil-

lion tons of waterborne commerce annually—the largest port system in the world by tonnage. That accounts for 21 percent of all waterborne commerce in the United States each year. In fact, four of the top ten largest ports in the United States are located in Louisiana.

These wetlands also offer protection from storm surge for two million people and a unique culture. Louisiana's low-lying coastal communities are home to more than 2 million people—nearly half the State's population. Even as those communities recover from the back-to-back 2005 hurricanes, they remain threatened and compromised as the land they occupy erodes from beneath their feet.

Tragically, Louisiana's wetlands are eroding at a devastating rate: approximately 24 square miles per year disappear—that is the equivalent of approximately one football field lost every 38 minutes. Within the next 50 years—even with current restoration efforts taken into account—those wetlands are expected to recede an additional 500 square miles.

The U.S. Geological Survey recently found that Hurricanes Katrina and Rita alone transformed 217 square miles of marsh to open water. Tragically, these eroding wetlands are Nature's levee system—they diminish a hurricane's destructive power by reducing storm surge and absorbing wave energy.

Scientists have estimated for every 2.4 square miles of wetlands, storm surges are lowered by about one foot. Some studies suggest that only one square mile of wetlands may achieve this. Because these wetlands are nurseries for many species of fish and shellfish, their loss has a profound impact on the \$1 billion dollar per year fishing industry supported by Louisiana's fragile coastal environment.

The costs associated with Louisiana's coastal wetland loss are not only Louisiana's to bear—they are the entire Nation's. For instance: Hurricanes Katrina and Rita impacted more than 26,000 businesses, destroyed 275,000 homes, and caused more than \$44.7 billion in insured losses.

Today, more than 40 percent of the Nation's oil and nearly a quarter of the Nation's natural gas is produced in or transported through Louisiana.

More than 20 percent of the nation's imported oil is delivered to and processed in Louisiana.

Louisiana is second only to Texas in the number of oil refineries on its soil—with 17 refineries, most of which are located in the coastal zone.

The erosion of Louisiana's coastal wetlands—America's Wetlands—endangers the U.S. energy supply and it endangers the Nation's critical infrastructure in the Gulf Coast: Refineries and petrochemical facilities that drive U.S. economic growth are at risk of being flooded, damaged and shut down, as we saw during the 2005 hurricanes.

That is why I am submitting a Sense of the Senate resolution that will ac-

knowledge February 2, as World Wetlands Day and express that it is the sense of the Senate that we must raise awareness of the Nation's imperiled wetlands—in Louisiana and throughout the country. We need to raise awareness of these critical issues and we need to work locally, regionally, nationally, and internationally to confront this problem head on.

The good news is that scientists know how to restore the wetlands and they have been very successful in reinforcing barrier islands that protect these ecological gems. What has heretofore been lacking is not the will, but the resources with which to undertake this critical challenge. The passage of the Gulf of Mexico Energy Security Act changed that and certified America's commitment to providing long-term, sustainable funding to address this problem. Today, we have the will; we have the way; let's get to work and preserve America's wetlands.

SENATE RESOLUTION 73—DESIGNATING FEBRUARY 6, 2007, AS "RONALD REAGAN DAY"

Mr. ALLARD (for himself, Mrs. FEINSTEIN, Mr. COLEMAN, Mr. STEVENS, Mrs. DOLE, Mrs. HUTCHISON, Mr. VITTER, Mr. HATCH, Mr. MCCAIN, Mr. MCCONNELL, and Mr. REID) submitted the following resolution; which was considered and agreed to:

S. RES. 73

Whereas President Ronald Wilson Reagan, a man of humble background, worked throughout his life serving as an entertainer, a corporate spokesman, Governor of California, and President of the United States;

Whereas Ronald Reagan served for 2 terms as the 40th President of the United States;

Whereas Ronald Reagan was elected to his second term by almost three-fifths of the electorate, a percentage surpassed only by the election of President Lyndon Baines Johnson in 1964, and was victorious in 49 of the 50 States in the general election, an electoral college record unsurpassed in the history of Presidential elections in the United States; and

Whereas February 6, 2007, will be the 96th anniversary of Ronald Reagan's birth, and June 5, 2007, will be the third anniversary of his passing: Now, therefore, be it

*Resolved*, That the Senate—

(1) designates February 6, 2007, as "Ronald Reagan Day"; and

(2) encourages the people of the United States to observe the day with appropriate ceremonies and activities.

SENATE CONCURRENT RESOLUTION 9—CELEBRATING THE CONTRIBUTIONS OF THE ARCHITECTURAL PROFESSION DURING "NATIONAL ARCHITECTURE WEEK"

Ms. LANDRIEU submitted the following concurrent resolution; which was referred to the Committee on the Judiciary:

S. CON. RES. 9

Whereas the architectural profession has made unique contributions to the history, texture, and quality of life in the United States;