2001 DRAFTING REQUEST

Assembly Joint Resolution

Received: 10/22/2001 Wanted: Today For: Timothy Carpenter (608) 266-1707 This file may be shown to any legislator: NO May Contact:					Received By: dykmapj Identical to LRB: By/Representing: him Drafter: dykmapj Addl. Drafters:												
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May Contact: Addl. Drafters:

Subject: **Memorials - Congress to Extra Copies:**

Submit via email: YES

Requester's email: Rep.Carpenter@legis.state.wi.us

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

memorialize former legislators who are members of congress to pass Aviation Security Act

Typed

Instructions:

See Attached

Vers.

Drafting History:

Drafted

Proofed

Submitted dykmapj /?

FE Sent For:

Reviewed

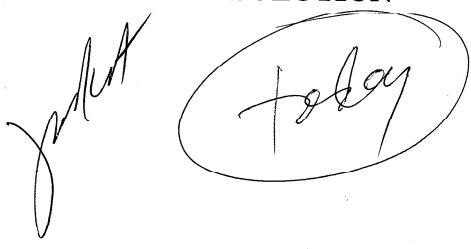
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State of Misconsin 2001 - 2002 LEGISLATURE

LRB-4076/1

2001 ASSEMBLY JOINT RESOLUTION



1	Relating to: strongly urging the former members of the Wisconsin legislature who
2	are members of Congress to work to immediately enact the Aviation Security
3	Act.
4	Whereas, the Air Transportation Safety and System Stabilization Act (Public
(5) (6)	Law 107-42 107th Congress) was approved by the President on September 22, 2001,
6	only 11 days after the airline his jacking attacks on America; and
7	Whereas, that Act provided \$15,000,000,000 in federal benefits to air carriers;
8	and federal
9	Whereas, on October 11, 2001, the U.S. Senate unanimously passed and sent
10	to the U.S. House of Representatives the Aviation Security Act, S. 1447; and
11	Whereas, Section 101 of the bill states:
12	"The Congress finds the following:
13	(1) The safety and security of the civil air transportation system is critical to the
14	United States' security and its national defense.

- (2) A safe and secure United States civil air transportation system is essential to the basic freedom of Americans to move in intrastate, interstate, and international transportation.
- (3) The terrorist hijackings and crashes of passenger aircraft on September 11, 2001, converting civil aircraft into guided bombs for strikes against civilian and military targets requires the United States to change fundamentally the way it approaches the task of ensuring the safety and security of the civil air transportation system.
- (4) The existing fragmentation of responsibility for that safety and security among government agencies and between government and nongovernment entities is inefficient and unacceptable in light of the hijackings and crashes on September 11, 2001.
- (5) The General Accounting Office has recommended that security functions and security personnel at United States airports should become a Federal government responsibility.
- (6) Although the number of Federal air marshals is classified, their presence on both international and domestic flights would have a deterrent effect on hijacking and would further bolster public confidence in the safety of air travel.
- (7) The effectiveness of existing security measures, including employee background checks and passenger pre-screening, is impaired because of the inaccessibility of, or the failure to share information among, data bases maintained by different Federal and international agencies for criminal behavior or pertinent intelligence information."; and

Whereas, the Aviation Security Act is a very strong and comprehensive bill addressing all aspects of aviation security throughout the nation, including:

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10.

improved flight deck integrity measures; deployment of Federal air marshals; improved airport perimeter access security, enhanced anti-hijacking training for flight crews; passenger and property screening; training and employment of security screening personnel; flight school security; increased penalties for interference with security personnel; airline computer reservation systems; encouraging airline employees to report suspicious activities; less—than—lethal weaponry for flight deck crews; safety and security of on—board supplies; flight deck security; voluntary provision of emergency services during commercial flights; enhanced security for aircraft; and implementation of certain detection technologies; and

Whereas, the considerable expense of implementing the Aviation Security Act will not be borne by the states, which are faced with very tight fiscal conditions, and

Whereas, it is very clear that the strong, comprehensive, and nationwide aviation security measures in the Aviation Security Act are the necessary prerequisite for the airline industry, including Midwest Express and Air Wisconsin, to regain the trust of the flying public, which, in turn, is the necessary prerequisite for the airline industry to regain its financial health; and

Whereas, it is just as clear that strong, comprehensive, and nationwide aviation security measures can be effective only if they apply throughout the entire nation and to the entire airline industry in the nation, including Midwest Express and Air Wisconsin, and can only be enacted by Congress, not the states; and

Whereas, it is critical that this strong, comprehensive, national legislation be enacted immediately; now, therefore, be it

Resolved by the assembly, the senate concurring, That that the members of the Wisconsin legislature strongly urge the former members of the Wisconsin

1	legislature who are members of Congress to work to immediately enact the Aviation
2	Security Act; and, be it further
3	Resolved, That the assembly chief clerk shall transmit copies of this joint
4	resolution to each former member of the Wisconsin legislature who is a member of
5	Congress.
6	(END)

(END)