

2001 DRAFTING REQUEST

Assembly Joint Resolution

Received: 10/22/2001

Received By: dykmapj

Wanted: Today

Identical to LRB:

For: Timothy Carpenter (608) 266-1707

By/Representing: him

This file may be shown to any legislator: NO

Drafter: dykmapj

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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

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/1	dykmapj 10/22/2001	gilfokm 10/22/2001	haugeca 10/22/2001	_____	lrb_docadmin 10/22/2001	lrb_docadmin 10/22/2001	

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1?	dykmapj	1-10/22 kmj	CH 10-22	CH 10-22 [initials]		for Assembly	

FE Sent For:

<END>



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 Law 107-42 107th Congress) was approved by the President on September 22, 2001,
6 only 11 days after the airline hijacking 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.

1 (2) A safe and secure United States civil air transportation system is essential
2 to the basic freedom of Americans to move in intrastate, interstate, and international
3 transportation.

4 (3) The terrorist hijackings and crashes of passenger aircraft on September 11,
5 2001, converting civil aircraft into guided bombs for strikes against civilian and
6 military targets requires the United States to change fundamentally the way it
7 approaches the task of ensuring the safety and security of the civil air transportation
8 system.

9 (4) The existing fragmentation of responsibility for that safety and security
10 among government agencies and between government and nongovernment entities
11 is inefficient and unacceptable in light of the hijackings and crashes on September
12 11, 2001.

13 (5) The General Accounting Office has recommended that security functions
14 and security personnel at United States airports should become a Federal
15 government responsibility.

16 (6) Although the number of Federal air marshals is classified, their presence on
17 both international and domestic flights would have a deterrent effect on hijacking
18 and would further bolster public confidence in the safety of air travel.

19 (7) The effectiveness of existing security measures, including employce
20 background checks and passenger pre-screening, is impaired because of the
21 inaccessibility of, or the failure to share information among, data bases maintained
22 by different Federal and international agencies for criminal behavior or pertinent
23 intelligence information.”; and

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

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

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

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

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

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

23 *Resolved by the assembly, the senate concurring, That* ~~that~~ the members
24 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)