

HONOR FLIGHT ACT

JULY 3, 2014.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. McCAUL, from the Committee on Homeland Security,
submitted the following

R E P O R T

[To accompany H.R. 4812]

[Including cost estimate of the Congressional Budget Office]

The Committee on Homeland Security, to whom was referred the bill (H.R. 4812) to amend title 49, United States Code, to require the Administrator of the Transportation Security Administration to establish a process for providing expedited and dignified passenger screening services for veterans traveling to visit war memorials built and dedicated to honor their service, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

CONTENTS

	Page
Purpose and Summary	2
Background and Need for Legislation	2
Hearings	2
Committee Consideration	3
Committee Votes	3
Committee Oversight Findings	3
New Budget Authority, Entitlement Authority, and Tax Expenditures	3
Congressional Budget Office Estimate	3
Statement of General Performance Goals and Objectives	4
Duplicative Federal Programs	4
Congressional Earmarks, Limited Tax Benefits, and Limited Tariff Benefits ...	4
Federal Mandates Statement	4
Preemption Clarification	4
Disclosure of Directed Rule Makings	5
Advisory Committee Statement	5
Applicability to Legislative Branch	5
Section-by-Section Analysis of the Legislation	5
Changes in Existing Law Made by the Bill, as Reported	5

PURPOSE AND SUMMARY

The purpose of H.R. 4812 is to amend title 49, United States Code, to require the Administrator of the Transportation Security Administration to establish a process for providing expedited and dignified passenger screening services for veterans traveling to visit war memorials built and dedicated to honor their service, and for other purposes.

BACKGROUND AND NEED FOR LEGISLATION

The Honor Flight Network is a non-profit organization that works to transport veterans on charter flights operated by commercial airlines to Washington, DC, in order to visit memorials built and dedicated in honor of their service. The organization was created in 2005 after Earl Morse, a former physician's assistant with the Department of Veterans Affairs and a private pilot, saw his patients' desire to visit the newly-built World War II Memorial and recognized that many of these patients lacked the resources to make the trip on their own.

Currently, the Honor Flight Network prioritizes transporting WWII veterans, as well as veterans from any war who have a terminal illness, but the organization intends to expand the program to transport veterans who served during the Korean and Vietnam Wars, eventually extending to veterans of more current wars.

The Transportation Security Administration (TSA) supports the Honor Flight Network by expediting the screening process for veterans visiting their memorials in the District of Columbia, saving the veterans time and showing them their due respect and appreciation.

H.R. 4812 authorizes the collaboration between TSA and the Honor Flight Network, as well as with other non-profit organizations that transport veterans to visit memorials, so that the agency's practice of ensuring expedited and dignified screening for veterans continues.

HEARINGS

No hearings were held on H.R. 4812. However, the Committee held the following oversight hearings.

On March 14, 2013, the Subcommittee on Transportation Security held a hearing entitled "TSA's Efforts to Advance Risk-Based Security." The Subcommittee received testimony from Hon. John S. Pistole, Administrator, Transportation Security Administration, U.S. Department of Homeland Security. The purpose of the hearing was to provide an opportunity for the TSA Administrator to discuss efforts of applying a risk-based approach to TSA's aviation and surface transportation programs and ongoing efforts to make TSA more effective and efficient.

The Subcommittee on Transportation Security held a second hearing on April 11, 2013, entitled "TSA's Efforts to Advance Risk-Based Security: Stakeholder Perspectives." The Subcommittee received testimony from Mr. Ken Dunlap, Global Director, Security & Travel Facilitation, International Air Transport Association; Ms. Sharon L. Pinkerton, Senior Vice President, Legislative and Regulatory Policy, Airlines for America; Mr. Geoff Freeman, Chief Operating Officer and Executive Vice President, U.S. Travel Association;

Mr. Michael C. Mullen, Executive Director, Express Association of America; Mr. Christopher U. Browne, Airport Manager, Washington Dulles International Airport, *testifying on behalf of the American Association of Airport Executives*; and Mr. David A. Borer, General Counsel, American Federation of Government Employees.

COMMITTEE CONSIDERATION

The Committee met on June 11, 2014, to consider H.R. 4812, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote. Prior to consideration, the Chair discharged the Subcommittee on Transportation Security from further consideration of H.R. 4812.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires the Committee to list the recorded votes on the motion to report legislation and amendments thereto.

No recorded votes were requested during consideration of H.R. 4812.

COMMITTEE OVERSIGHT FINDINGS

Pursuant to clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee has held oversight hearings and made findings that are reflected in this report.

NEW BUDGET AUTHORITY, ENTITLEMENT AUTHORITY, AND TAX EXPENDITURES

In compliance with clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, the Committee finds that H.R. 4812, the Honor Flight Act, would result in no new or increased budget authority, entitlement authority, or tax expenditures or revenues.

CONGRESSIONAL BUDGET OFFICE ESTIMATE

The Committee adopts as its own the cost estimate prepared by the Director of the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974.

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, June 26, 2014.

Hon. MICHAEL MCCAUL,
*Chairman, Committee on Homeland Security,
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 4812, the Honor Flight Act.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

DOUGLAS W. ELMENDORF.

Enclosure.

H.R. 4812—Honor Flight Act

The Honor Flight Network is a private organization that transports U.S. veterans to visit war memorials built to honor their service. H.R. 4812 would direct the Administrator of the Transportation Security Administration (TSA) to provide an expedited screening process for veterans traveling on flights operated by the Honor Flight Network or other not-for-profit organizations providing similar services to veterans.

CBO estimates that any increased costs to TSA under H.R. 4812 would be negligible, particularly because of the relatively small number of veterans who would qualify for expedited screening under the bill. Any such spending would be subject to the availability of appropriated funds. H.R. 4812 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

H.R. 4812 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would not affect the budgets of state, local, or tribal governments.

The CBO staff contact for this estimate is Megan Carroll. The estimate was approved by Theresa Gullo, Deputy Assistant Director for Budget Analysis.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, H.R. 4812 contains the following general performance goals and objectives, including outcome related goals and objectives authorized.

This bill would require the Transportation Security Administration to establish, in collaboration with the Honor Flight Network or other not-for-profit organization that honors veterans, a process for providing expedited and dignified passenger screening services for veterans traveling to visit war memorials on charter flights.

DUPLICATIVE FEDERAL PROGRAMS

The Committee finds that H.R. 4812 does not contain any provision that establishes or reauthorizes a program known to be duplicative of another Federal program.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act.

PREEMPTION CLARIFICATION

In compliance with section 423 of the Congressional Budget Act of 1974, requiring the report of any Committee on a bill or joint

resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt State, local, or Tribal law, the Committee finds that H.R. 4812 does not preempt any State, local, or Tribal law.

DISCLOSURE OF DIRECTED RULE MAKINGS

The Committee estimates that H.R. 4812 would require no directed rule makings.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act.

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

This section provides that bill may be cited as the “Honor Flight Act”.

Section 2. Honor Flight program

This section amends section 44927 of title 49 by establishing a new section requiring the Administrator of TSA to establish a process for providing expedited and dignified passenger screening services for veterans traveling on an Honor Flight Network private charter, or such other not-for-profit organization that honors veterans, to visit war memorials built and dedicated to honor the service of such veterans. Such a process shall be established in collaboration with the Honor Flight Network or other not-for-profit organizations that honor veterans.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (new matter is printed in *italic* and existing law in which no change is proposed is shown in *roman*):

TITLE 49, UNITED STATES CODE

* * * * *

SUBTITLE VII—AVIATION PROGRAMS

* * * * *

PART A—AIR COMMERCE AND SAFETY

* * * * *

SUBPART III—SAFETY

* * * * *

CHAPTER 449—SECURITY

* * * * *

SUBCHAPTER I—REQUIREMENTS

* * * * *

§ 44928. Honor Flight Program

The Administrator of the Transportation Security Administration shall establish, in collaboration with the Honor Flight Network or other not-for-profit organization that honors veterans, a process for providing expedited and dignified passenger screening services for veterans traveling on an Honor Flight Network private charter, or such other not-for-profit organization that honors veterans, to visit war memorials built and dedicated to honor the service of such veterans.

* * * * *