

- (1) fortify cockpit doors to deny access from the cabin to the pilots in the cockpit;
- (2) provide for the use of video monitors or other devices to alert the cockpit crew to activity in the passenger cabin;
- (3) ensure continuous operation of the aircraft transponder in the event the crew faces an emergency; and
- (4) provide for the use of other innovative technologies to enhance aircraft security.

(Added Pub. L. 107-71, title I, §118(c)(1), Nov. 19, 2001, 115 Stat. 627; amended Pub. L. 108-458, title IV, §4029, Dec. 17, 2004, 118 Stat. 3727; Pub. L. 110-53, title XVI, §1618, Aug. 3, 2007, 121 Stat. 489.)

AMENDMENTS

2007—Subsec. (a). Pub. L. 110-53 substituted “2007, 2008, 2009, 2010, and 2011” for “and 2006”.

2004—Subsec. (a). Pub. L. 108-458 substituted “2005, and 2006” for “and 2005”.

DEEMED REFERENCES TO CHAPTERS 509 AND 511 OF TITLE 51

General references to “this title” deemed to refer also to chapters 509 and 511 of Title 51, National and Commercial Space Programs, see section 4(d)(8) of Pub. L. 111-314, set out as a note under section 101 of this title.

PART D—PUBLIC AIRPORTS
CHAPTER 491—METROPOLITAN WASHINGTON AIRPORTS

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| Sec. | |
| 49101. | Findings. |
| 49102. | Purpose. |
| 49103. | Definitions. |
| 49104. | Lease of Metropolitan Washington Airports. |
| 49105. | Capital improvements, construction, and rehabilitation. |
| 49106. | Metropolitan Washington Airports Authority. |
| 49107. | Federal employees at Metropolitan Washington Airports. |
| [49108. | Repealed.] |
| 49109. | Nonstop flights. |
| 49110. | Use of Dulles Airport Access Highway. |
| 49111. | Relationship to and effect of other laws. |
| 49112. | Separability and effect of judicial order. |

AMENDMENTS

2012—Pub. L. 112-95, title I, §150, Feb. 14, 2012, 126 Stat. 32, struck out item 49108 “Limitations”.

§ 49101. Findings

Congress finds that—

- (1) the 2 federally owned airports in the metropolitan area of the District of Columbia constitute an important and growing part of the commerce, transportation, and economic patterns of Virginia, the District of Columbia, and the surrounding region;
- (2) Baltimore/Washington International Airport, owned and operated by Maryland, is an air transportation facility that provides service to the greater Metropolitan Washington region together with the 2 federally owned airports, and timely Federal-aid grants to Baltimore/Washington International Airport will provide additional capacity to meet the growing air traffic needs and to compete with other airports on a fair basis;
- (3) the United States Government has a continuing but limited interest in the operation

of the 2 federally owned airports, which serve the travel and cargo needs of the entire Metropolitan Washington region as well as the District of Columbia as the national seat of government;

(4) operation of the Metropolitan Washington Airports by an independent local authority will facilitate timely improvements at both airports to meet the growing demand of interstate air transportation occasioned by the Airline Deregulation Act of 1978 (Public Law 95-504; 92 Stat. 1705);

(5) all other major air carrier airports in the United States are operated by public entities at the State, regional, or local level;

(6) any change in status of the 2 airports must take into account the interest of nearby communities, the traveling public, air carriers, general aviation, airport employees, and other interested groups, as well as the interests of the United States Government and State governments involved;

(7) in recognition of a perceived limited need for a Federal role in the management of these airports and the growing local interest, the Secretary of Transportation has recommended a transfer of authority from the Federal to the local/State level that is consistent with the management of major airports elsewhere in the United States;

(8) an operating authority with representation from local jurisdictions, similar to authorities at all major airports in the United States, will improve communications with local officials and concerned residents regarding noise at the Metropolitan Washington Airports;

(9) a commission of congressional, State, and local officials and aviation representatives has recommended to the Secretary that transfer of the federally owned airports be as a unit to an independent authority to be created by Virginia and the District of Columbia; and

(10) the Federal interest in these airports can be provided through a lease mechanism which provides for local control and operation.

(Added Pub. L. 105-102, §2(26), Nov. 20, 1997, 111 Stat. 2206.)

HISTORICAL AND REVISION NOTES

| Revised Section | Source (U.S. Code) | Source (Statutes at Large) |
|-----------------|--------------------|--|
| 49101 | (unclassified). | Oct. 18, 1986, Pub. L. 99-500, title VI, §6002, 100 Stat. 1783-373. Oct. 30, 1986, Pub. L. 99-591, title VI, §6002, 100 Stat. 3341-376. |

In clause (4), the word “authority” is substituted for “agency” for consistency in the revised title and with other titles of the United States Code.

REFERENCES IN TEXT

The Airline Deregulation Act of 1978, referred to in par. (4), is Pub. L. 95-504, Oct. 24, 1978, 92 Stat. 1705, as amended, which was classified principally to sections of former Title 49, Transportation. The Act was substantially repealed by Pub. L. 103-272, §7(b), July 5, 1994, 108 Stat. 1379, the first section of which enacted subtitles II, III, and V to X of Title 49, Transportation. For complete classification of this Act to the Code, see Tables. For disposition of sections of former Title 49, see Table at the beginning of Title 49.