

Today, I am introducing a resolution to allow for a tribute in the Capitol to Frank Buckles as the representative of all World War I veterans during the 112th Congress. As the longest surviving veteran, Frank represents nearly 4.5 million U.S. soldiers, sailors, and airmen who joined forces with over 37 million Allied soldiers to defeat the Central Powers. These men witnessed atrocities such as gas warfare that were unprecedented at the time. Each and every serviceman made his own significant contribution to the war effort that cannot be understated. This generation of dynamic young men was able to alter the course of history for the betterment of each and every one of us here today. Frank, like many young men of this time, worked hard to enlist and serve his country, and in doing so helped to change our world.

As America's last surviving veteran of the First World War, Mr. Buckles represents our final link to a generation that built a legacy as the defenders of the free world in the first large-scale global conflict. I can promise you that his legacy and the legacy of all veterans will live on forever in the ideals and values that make America the strongest nation in the world. I appreciate the bipartisan support of our cosponsors and hope more will join our effort to honor such a special veteran.

AMENDMENTS SUBMITTED AND PROPOSED

SA 5. Mr. BLUNT submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table.

SA 6. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 7. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 8. Mr. WHITEHOUSE (for himself, Mr. KIRK, and Mrs. BOXER) submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 9. Ms. STABENOW (for herself, Mr. BROWN of Ohio, Mr. CARDIN, Mrs. MCCASKILL, Ms. CANTWELL, Ms. KLOBUCHAR, Mr. MENENDEZ, Mr. TESTER, Mr. UDALL of Colorado, and Mr. WEBB) proposed an amendment to the bill S. 223, supra.

SA 10. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 11. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 12. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 13. Mr. McCONNELL proposed an amendment to the bill S. 223, supra.

SA 14. Mr. WICKER submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 15. Mr. INOUE (for himself and Mr. LEAHY) submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 16. Mr. WYDEN submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 17. Mr. TOOMEY submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 18. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 19. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 20. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

SA 21. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 5. Mr. BLUNT submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 311, between lines 11 and 12, insert the following:

SEC. 733. APPROVAL OF APPLICATIONS FOR THE SECURITY SCREENING OPT-OUT PROGRAM.

Section 44920(b) of title 49, United States Code, is amended by striking "The Under Secretary may approve any application submitted under subsection (a)." and inserting "Not later than 30 days after receiving an application submitted under subsection (a), the Under Secretary shall approve the application."

SA 6. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title VII, insert the following:

SECTION 732. LIABILITY PROTECTION FOR CERTAIN VOLUNTEER PILOTS.

(a) SHORT TITLE.—This section may be cited as the "Volunteer Pilot Organization Protection Act of 2011".

(b) FINDINGS AND PURPOSE.—

(1) FINDINGS.—Congress finds the following:

(A) Many volunteer pilot nonprofit organizations fly for public benefit and provide valuable services to communities and individuals.

(B) In calendar year 2006, volunteer pilot nonprofit organizations provided long-distance, no-cost transportation for more than 58,000 people during times of special need.

(C) Such nonprofit organizations are no longer able to purchase non-owned aircraft liability insurance to provide liability protection at a reasonable price, and therefore face a highly detrimental liability risk.

(D) Such nonprofit organizations have supported the homeland security of the United States by providing volunteer pilot services during times of national emergency.

(2) PURPOSE.—The purpose of this section is to promote the activities of volunteer pilot nonprofit organizations that fly for public benefit and to sustain the availability of the services that such nonprofit organizations provide, including the following:

(A) Transportation at no cost to financially needy medical patients for medical treatment, evaluation, and diagnosis.

(B) Flights for humanitarian and charitable purposes.

(C) Other flights of compassion.

(c) LIABILITY PROTECTION FOR VOLUNTEER PILOT NONPROFIT ORGANIZATIONS THAT FLY FOR PUBLIC BENEFIT AND TO PILOTS AND STAFF OF SUCH NONPROFIT ORGANIZATIONS.—Section 4 of the Volunteer Protection Act of 1997 (42 U.S.C. 14503) is amended—

(1) in subsection (a)(4)—

(A) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively;

(B) by striking "the harm" and inserting "(A) except in the case of subparagraph (B), the harm";

(C) in subparagraph (A)(ii), as redesignated by this paragraph, by striking the period at the end and inserting "and"; and

(D) by adding at the end the following:

"(B) the volunteer—

"(i) was operating an aircraft in furtherance of the purpose of a volunteer pilot nonprofit organization that flies for public benefit; and

"(ii) was properly licensed and insured for the operation of such aircraft."; and

(2) in subsection (c)—

(A) by striking "Nothing in this section" and inserting the following:

"(1) IN GENERAL.—Except as provided in paragraph (2), nothing in this section"; and

(B) by adding at the end the following:

"(2) EXCEPTION.—A volunteer pilot nonprofit organization that flies for public benefit, the staff, mission coordinators, officers, and directors (whether volunteer or otherwise) of such nonprofit organization, and a referring agency of such nonprofit organization shall not be liable for harm caused to any person by a volunteer of such nonprofit organization while such volunteer—

"(A) is operating an aircraft in furtherance of the purpose of such nonprofit organization;

"(B) is properly licensed for the operation of such aircraft; and

"(C) has certified to such nonprofit organization that such volunteer has insurance covering the volunteer's operation of such aircraft.".

SA 7. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 230, between lines 7 and 8, insert the following:

SEC. 565. RESTRICTION ON ALTERATION OF FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS FOR SUPPLEMENTAL OPERATIONS.

(a) IN GENERAL.—The flight time limitations and rest requirements for supplemental operations under subpart S of part 121 of title 14, Code of Federal Regulations (as in effect on the day before the date of the enactment of this Act), shall remain in effect unless and until the Administrator of the Federal Aviation Administration issues a final rule in a rulemaking proceeding described in subsection (b).

(b) RULEMAKING PROCEEDING DESCRIBED.—A rulemaking proceeding described in this subsection is a rulemaking proceeding—

(1) with respect to modernizing the flight time limitations and rest requirements only with respect to supplemental operations under subpart S of part 121 of title 14, Code of Federal Regulations; and

(2) that is not a part of, or otherwise connected to, the rulemaking proceeding under Docket No. FAA-2009-1093, as described in the notice of proposed rulemaking published in the Federal Register on September 14, 2010 (75 Fed. Reg. 55852).

(c) RULE OF CONSTRUCTION.—Nothing in this section requires the Administrator of the Federal Aviation Administration to conduct a rulemaking proceeding with respect to the flight time limitations and rest requirements for supplemental operations under subpart S of part 121 of title 14, Code of Federal Regulations, if the Administrator determines that the flight time limitations and rest requirements under that subpart (as in effect on the day before the date of the enactment of this Act) are sufficient to ensure the safety of supplemental operations.

SA 8. Mr. WHITEHOUSE (for himself, Mr. KIRK, and Mrs. BOXER) submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title VII, add the following:
SEC. 733. PROHIBITION AGAINST AIMING A LASER POINTER AT AN AIRCRAFT.

(a) OFFENSE.—Chapter 2 of title 18, United States Code, is amended by adding at the end the following:

“§ 39A. Aiming a laser pointer at an aircraft

“(a) Whoever knowingly aims the beam of a laser pointer at an aircraft in the special aircraft jurisdiction of the United States, or at the flight path of such an aircraft, shall be fined under this title or imprisoned not more than 5 years, or both.

“(b) As used in this section, the term ‘laser pointer’ means any device designed or used to amplify electromagnetic radiation by stimulated emission that emits a beam designed to be used by the operator as a pointer or highlighter to indicate, mark, or identify a specific position, place, item, or object.

“(c) This section does not prohibit aiming a beam of a laser pointer at an aircraft, or the flight path of such an aircraft, by—

“(1) an authorized individual in the conduct of research and development or flight test operations conducted by an aircraft manufacturer, the Federal Aviation Administration, or any other person authorized by the Federal Aviation Administration to conduct such research and development or flight test operations;

“(2) members or elements of the Department of Defense or Department of Homeland Security acting in an official capacity for the purpose of research, development, operations, testing or training; or

“(3) by an individual using a laser emergency signaling device to send an emergency distress signal.

“(d) The Attorney General, in consultation with the Secretary of Transportation, may provide by regulation, after public notice and comment, such additional exceptions to this section, as may be necessary and appropriate. The Attorney General shall provide written notification of any proposed regulations under this section to the Committees on the Judiciary of the Senate and the House of Representatives, the Committee on Commerce, Science and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives, not less than 90 days before such regulations become final.”

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 2 of title 18, United States Code, is amended by inserting after the item relating to section 39 the following new item:

“39A. Aiming a laser pointer at an aircraft.”.

SA 9. Ms. STABENOW (for herself, Mr. BROWN of Ohio, Mr. CARDIN, Mrs. MCCASKILL, Ms. CANTWELL, Ms. KLOBUCHAR, Mr. MENENDEZ, Mr. TESTER, Mr. UDALL of Colorado, and Mr. WEBB) proposed an amendment to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; as follows:

On page 335, after line 20, insert the following:

TITLE XI—REPEAL OF EXPANSION OF INFORMATION REPORTING REQUIREMENTS

SEC. 1101. REPEAL OF EXPANSION OF INFORMATION REPORTING REQUIREMENTS.

(a) IN GENERAL.—Section 9006 of the Patient Protection and Affordable Care Act, and the amendments made thereby, are hereby repealed; and the Internal Revenue Code of 1986 shall be applied as if such section, and amendments, had never been enacted.

(b) RESCISSION OF UNSPENT FEDERAL FUNDS TO OFFSET LOSS IN REVENUES.—

(1) IN GENERAL.—Notwithstanding any other provision of law, of all available unobligated funds, \$44,000,000,000 in appropriated discretionary funds are hereby rescinded.

(2) IMPLEMENTATION.—The Director of the Office of Management and Budget shall determine and identify from which appropriation accounts the rescission under paragraph (1) shall apply and the amount of such rescission that shall apply to each such account. Not later than 60 days after the date of the enactment of this Act, the Director of the Office of Management and Budget shall submit a report to the Secretary of the Treasury and Congress of the accounts and amounts determined and identified for rescission under the preceding sentence.

(3) EXCEPTION.—This subsection shall not apply to the unobligated funds of the Department of Defense, the Department of Veterans Affairs, or the Social Security Administration.

SA 10. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, to modernize

the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 278, line 2, strike “5 years” and insert “3 years”.

SA 11. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 128, between lines 2 and 3, insert the following:

SEC. 408. SMOKING PROHIBITION.

(a) IN GENERAL.—Section 41706 is amended—

(1) in the section heading by striking “scheduled” and inserting “passenger”; and

(2) by striking subsections (a) and (b) and inserting the following:

“(a) SMOKING PROHIBITION IN INTRASTATE AND INTERSTATE TRANSPORTATION BY AIRCRAFT.—An individual may not smoke in an aircraft—

“(1) in scheduled passenger interstate air transportation or scheduled passenger intrastate air transportation; and

“(2) in nonscheduled intrastate or interstate transportation of passengers by aircraft for compensation, if a flight attendant is a required crewmember on the aircraft (as determined by the Administrator of the Federal Aviation Administration).

“(b) SMOKING PROHIBITION IN FOREIGN AIR TRANSPORTATION.—The Secretary of Transportation shall require all air carriers and foreign air carriers to prohibit smoking in an aircraft—

“(1) in scheduled passenger foreign air transportation; and

“(2) in nonscheduled passenger foreign air transportation, if a flight attendant is a required crewmember on the aircraft (as determined by the Administrator or a foreign government).”.

(b) CLERICAL AMENDMENT.—The analysis for chapter 417 is amended by striking the item relating to section 41706 and inserting the following:

“41706. Prohibitions against smoking on flights.”.

SA 12. Mr. LAUTENBERG submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title VII, add the following:
SEC. 733. STAFFING OF NEWARK LIBERTY AIRPORT.

Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall staff the Newark Liberty Airport air traffic control tower with a minimum of 35 certified professional controllers.

SA 13. Mr. McCONNELL proposed an amendment to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; as follows:

At the appropriate place, insert the following:

TITLE _____—REPEAL OF JOB-KILLING HEALTH CARE LAW

SEC. 01. SHORT TITLE.

This title may be cited as the “Repealing the Job-Killing Health Care Law Act”.

SEC. 02. REPEAL OF THE JOB-KILLING HEALTH CARE LAW AND HEALTH CARE-RELATED PROVISIONS IN THE HEALTH CARE AND EDUCATION RECONCILIATION ACT OF 2010.

(a) **JOB-KILLING HEALTH CARE LAW.**—Effective as of the enactment of Public Law 111-148, such Act is repealed, and the provisions of law amended or repealed by such Act are restored or revived as if such Act had not been enacted.

(b) **HEALTH CARE-RELATED PROVISIONS IN THE HEALTH CARE AND EDUCATION RECONCILIATION ACT OF 2010.**—Effective as of the enactment of the Health Care and Education Reconciliation Act of 2010 (Public Law 111-152), title I and subtitle B of title II of such Act are repealed, and the provisions of law amended or repealed by such title or subtitle, respectively, are restored or revived as if such title and subtitle had not been enacted.

SEC. 03. BUDGETARY EFFECTS OF THIS TITLE.

The budgetary effects of this title, for the purpose of complying with the Statutory Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement titled “Budgetary Effects of PAYGO Legislation” for this title, submitted for printing in the Congressional Record by the Chairman of the Committee on the Budget of the House of Representatives, as long as such statement has been submitted prior to the vote on passage of this title.

SA 14. Mr. WICKER submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ . EXCLUSION OF EMPLOYEES OF THE TRANSPORTATION SECURITY ADMINISTRATION FROM THE COLLECTIVE BARGAINING RIGHTS OF FEDERAL EMPLOYEES.

(a) **SHORT TITLE.**—This section may be cited as the “Termination of Collective Bargaining for Transportation Security Administration Employees Act of 2011”.

(b) **IN GENERAL.**—Section 7103(a) of title 5, United States Code, is amended—

(1) in paragraph (2)—

(A) in clause (iv), by striking “; or” and inserting a semicolon;

(B) in clause (v), by striking the semicolon and inserting “; or”; and

(C) by adding at the end the following:

“(vi) an officer or employee of the Transportation Security Administration of the Department of Homeland Security;”;

(2) in paragraph (3)—

(A) in subparagraph (G), by striking “; or” and inserting a semicolon;

(B) in subparagraph (H), by striking the period and inserting “; or”; and

(C) by adding at the end the following:

“(I) the Transportation Security Administration of the Department of Homeland Security;”.

(c) **AMENDMENTS TO TITLE 49.**—

(1) **TRANSPORTATION SECURITY ADMINISTRATION.**—Section 114(n) of title 49, United States Code, is amended by adding “This subsection shall be subject to the amendments made by the Termination of Collective Bargaining for Transportation Security Administration Employees Act of 2011.” at the end.

(2) **PERSONNEL MANAGEMENT SYSTEM.**—Section 40122 of title 49, United States Code, is amended—

(A) by redesignating subsection (j) as subsection (k); and

(B) by inserting after subsection (i) the following:

“(j) **TRANSPORTATION SECURITY ADMINISTRATION.**—Notwithstanding any other provision of this section (including subsection (g)(2)(C)), this section shall be subject to the amendments made by the Termination of Collective Bargaining for Transportation Security Administration Employees Act of 2011.”.

(d) **EFFECTIVE DATE.**—The amendments made by this section shall take effect on the date of enactment of this Act and apply to any collective bargaining agreement (as defined under section 7103(a)(8) of title 5, United States Code) entered into on or after that date, including the renewal of any collective bargaining agreement in effect on that date.

SA 15. Mr. INOUE (for himself and Mr. LEAHY) submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ . REPEAL OF EXPANSION OF INFORMATION REPORTING REQUIREMENTS.

(a) **IN GENERAL.**—Section 9006 of the Patient Protection and Affordable Care Act, and the amendments made thereby, are hereby repealed; and the Internal Revenue Code of 1986 shall be applied as if such section, and amendments, had never been enacted.

(b) **RESCISSION OF UNSPENT FEDERAL FUNDS TO OFFSET LOSS IN REVENUES.**—

(1) **IN GENERAL.**—Notwithstanding any other provision of law, of all available unobligated funds, \$39,000,000,000 are hereby rescinded.

(2) **IMPLEMENTATION.**—The Director of the Office of Management and Budget shall determine and identify from which accounts the rescission under paragraph (1) shall apply and the amount of such rescission that shall apply to each such account. Not later than 60 days after the date of the enactment of this Act, the Director of the Office of Management and Budget shall submit a report to the Secretary of the Treasury and Congress of the accounts and amounts determined and identified for rescission under the preceding sentence.

SA 16. Mr. WYDEN submitted an amendment intended to be proposed by

him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title VII, insert the following:

SEC. 733. AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.

(a) **IN GENERAL.**—Section 47107 of title 49, United States Code, is amended by adding at the end the following:

“(t) **AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.**—

“(1) **IN GENERAL.**—Subject to paragraph (2), a sponsor of a general aviation airport shall not be considered to be in violation of this subtitle, or to be in violation of a grant assurance made under this section or under any other provision of law as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor enters into an agreement that grants to a person that owns residential real property adjacent to the airport access to the airfield of the airport for the following:

“(A) Aircraft of the person.

“(B) Aircraft authorized by the person.

“(2) **THROUGH THE FENCE AGREEMENTS.**—

“(A) **IN GENERAL.**—An agreement described in paragraph (1) between an airport sponsor and a property owner shall be a written agreement that prescribes the rights, responsibilities, charges, duration, and other terms the airport sponsor determines are necessary to establish and manage the airport sponsor’s relationship with the property owner.

“(B) **TERMS AND CONDITIONS.**—An agreement described in paragraph (1) between an airport sponsor and a property owner shall require the property owner, at minimum—

“(i) to pay airport access charges that, as determined by the airport sponsor, are comparable to those charged to tenants and operators on-airport making similar use of the airport;

“(ii) to bear the cost of building and maintaining the infrastructure that, as determined by the airport sponsor, is necessary to provide aircraft located on the property adjacent to the airport access to the airfield of the airport;

“(iii) to maintain the property for residential, noncommercial use for the duration of the agreement; and

“(iv) to prohibit access to the airport from other properties through the property of the property owner.

“(3) **GENERAL AVIATION AIRPORT DEFINED.**—In this subsection, the term ‘general aviation airport’ means a public airport that is located in a State and that, as determined by the Secretary of Transportation—

“(A) does not have scheduled service; or

“(B) has scheduled service with less than 2,500 passenger boardings each year.”.

(b) **APPLICABILITY.**—The amendment made by subsection (a) shall apply to an agreement between an airport sponsor and a property owner entered into before, on, or after the date of enactment of this Act.

SA 17. Mr. TOOMEY submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize

the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title VII, insert the following:

SEC. ____ . FULL FAITH AND CREDIT ACT.

(a) **SHORT TITLE.**—This section may be cited as the “Full Faith and Credit Act”.

(b) **PRIORITIZE OBLIGATIONS ON THE DEBT HELD BY THE PUBLIC.**—In the event that the debt of the United States Government, as defined in section 3101 of title 31, United States Code, reaches the statutory limit, the authority of the Department of the Treasury provided in section 3123 of title 31, United States Code, to pay with legal tender the principal and interest on debt held by the public shall take priority over all other obligations incurred by the Government of the United States.

SA 18. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 509.

SA 19. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page __, between lines __ and __, insert the following:

SEC. ____ . NONAPPLICATION OF DAVIS-BACON.

None of the funds made available under this Act (or an amendment made by this Act) may be used to administer or enforce the wage-rate requirements of subchapter IV of chapter 31 of part A of subtitle II of title 40, United States Code (commonly referred to as the “Davis-Bacon Act”) with respect to any project or program funded under this Act (or amendment).

SA 20. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

On page 54, between lines 3 and 4, insert the following:

SEC. 224. RESCISSION OF CERTAIN AMOUNTS APPROPRIATED FOR GRANT PROGRAMS OF THE FEDERAL AVIATION ADMINISTRATION TO REDUCE THE DEFICIT.

The unobligated balance of the amount appropriated under the heading “GRANTS-IN-AID FOR AIRPORTS” under the heading “FEDERAL AVIATION ADMINISTRATION” in title XII of division A of the American Recovery and Reinvestment Act of 2009 (Public Law 111-5; 123

Stat. 205) is rescinded and shall be deposited in the Treasury and used for deficit reduction.

SA 21. Mr. PAUL submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title I, add the following:

SEC. 108. AUTHORIZATION OF APPROPRIATIONS FOR FEDERAL AVIATION ADMINISTRATION AT FISCAL YEAR 2008 LEVELS.

Notwithstanding any other provision of, or amendment made by, this title, the total amount authorized to be appropriated by this title to the Federal Aviation Administration for fiscal year 2011 is \$14,719,000,000.

AUTHORITY FOR COMMITTEES TO MEET

AD HOC SUBCOMMITTEE ON CONTRACTING OVERSIGHT

Mrs. BOXER. Mr. President, I ask unanimous consent that the Ad Hoc Subcommittee on Contracting Oversight of the Committee on Homeland Security and Governmental Affairs be authorized to meet during the session of the Senate on February 1, 2011, at 2:30 p.m. to conduct a hearing entitled, “Improving Federal Contract Auditing.”

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mrs. BOXER. Mr. President, I ask unanimous consent that the Committee on Energy and Natural Resources be authorized to meet during the session of the Senate to conduct a hearing on February 1, at 10 a.m., in room 366 of the Dirksen Senate Office Building.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON FOREIGN RELATIONS

Mrs. BOXER. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on February 1, 2011, at 10 a.m., to hold a hearing entitled, “Iraq: The Challenging Transition to A Civilian Mission.”

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON THE JUDICIARY

Mrs. BOXER. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate, on February 1, 2011, at 10 a.m., in room SD-226 of the Dirksen Senate Office Building, to conduct a hearing entitled, “Foreclosure Mediation Programs: Can Bankruptcy Courts Limit Homeowner and Investor Losses?”

The PRESIDING OFFICER. Without objection, it is so ordered.

SELECT COMMITTEE ON INTELLIGENCE

Mrs. BOXER. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate, on February 1, 2011, at 2:30 p.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

JOHN M. ROLL UNITED STATES COURTHOUSE

Mr. CASEY. Mr. President, I ask unanimous consent that the Committee on Environment and Public Works be discharged from further consideration of S. 188, and the Senate proceed to its immediate consideration.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report the bill by title.

The assistant legislative clerk read as follows:

A bill (S. 188) to designate the United States courthouse under construction at 98 West First Street, Yuma, Arizona, as the “John M. Roll United States Courthouse.”

There being no objection, the Senate proceeded to consider the bill.

Mr. CASEY. I ask unanimous consent that the bill be read a third time and passed, the motion to reconsider be laid upon the table, and any statements relating to the measure be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 188) was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 188

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. JOHN M. ROLL UNITED STATES COURTHOUSE.

(a) **DESIGNATION.**—The United States courthouse under construction, as of the date of enactment of this Act, at 98 West First Street, Yuma, Arizona, shall be known and designated as the “John M. Roll United States Courthouse”.

(b) **REFERENCES.**—Any reference in a law, map, regulation, document, paper, or other record of the United States to the United States courthouse referred to in subsection (a) shall be deemed to be a reference to the “John M. Roll United States Courthouse”.

APPOINTMENTS

The PRESIDING OFFICER. The Chair, on behalf of the Vice President, pursuant to Public Law 70-770, appoints the Senator from Arkansas (Mr. PRYOR) to the Migratory Bird Conservation Commission, vice the Senator from Arkansas (Mrs. LINCOLN).

The Chair, pursuant to Executive Order 12131, as amended and extended, reappoints the following Members to the President’s Export Council:

Reappointment: The Senator from Oregon (Mr. WYDEN), the Senator from Michigan (Ms. STABENOW), and the Senator from Ohio (Mr. BROWN).