

This National Center for the Advancement of Aviation Act is both bipartisan and bicameral. I am pleased that so many members of our Transportation and Infrastructure Committee are sponsors of the bill, including Subcommittee on Aviation Chair LARSEN, as well as my colleagues in the other body, Senators DUCKWORTH and INHOFE.

Our committee has worked for years to make American skies the safest in the world and to strengthen the industry workforce to maintain the highest standards of aviation excellence.

This bill supports and promotes collaboration among civil, commercial, and military aviation sectors to address the demands and challenges of ensuring a safe and vibrant national aviation system through research, education, and training.

Too often in the past, Mr. Speaker, innovation and lessons learned in various aviation sectors have not been shared in a collaborative or even a timely manner, especially considering rapid developments in new technology. My bill helps to break down these silos across commercial aviation, general aviation, and military aviation sectors. This will not only improve safety and best practices, Mr. Speaker, but it will also expand opportunities for those interested in more diverse aviation workforces.

For the young and not so young, from those just starting out to those with experience who want to move into other types of aviation work, the national center will focus on four key areas with an emphasis on aviation workforce development.

Firstly, it will support education efforts and provide resources to curriculum developers, so educators at all levels have the tools and training to educate the next generation of aviation professionals.

Secondly, the national center will provide a forum to leverage and share expertise amongst industry sectors, including the improvement of existing high school curriculum to develop and deploy a workforce of pilots, aerospace engineers, unmanned aircraft systems operators, aviation maintenance technicians, or other aviation maintenance professionals needed in the coming decades.

Finally, it will support symposiums and conferences to facilitate collaboration across the industry and develop future advancements for the aviation and aerospace community. This legislation will also allow the FAA to focus on safety, certification, and air traffic operations.

Mr. Speaker, the aviation and aerospace industry supports over 11 million jobs and contributes more than \$1.6 trillion per year to our national economy.

Nearly 200 organizations, including schools, airports, airlines, manufacturers, unions, and other entities involved in aviation and aerospace, have expressed strong support for this wonder-

ful legislation. It will address the demands and challenges our aviation and aerospace industry face today and tomorrow.

Mr. Speaker, I urge my colleagues to support the National Center for the Advancement of Aviation Act, and I reserve the balance of my time.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington DC, September 27, 2022.

Hon. EDDIE BERNICE JOHNSON,
Chairwoman, Committee on Science, Space, and Technology,

House of Representatives, Washington, DC.

DEAR CHAIRWOMAN JOHNSON: I write to you concerning H.R. 3482, the National Center for the Advancement of Aviation Act of 2022, which was introduced on May 21, 2021, and solely referred to the Committee on Transportation and Infrastructure.

I appreciate you agreeing to withdraw your request for a sequential referral of H.R. 3482 so that the bill may be considered expeditiously. I acknowledge that forgoing your referral claim now does not waive the right to jurisdictional claims in the future on subject matter contained in this bill or similar legislation. Further, I will appropriately consult and involve the Committee on Science, Space, and Technology as the bill moves forward on issues that fall within your Rule X jurisdiction.

Finally, I will include a copy of our letter exchange in the committee report and in the Congressional Record when the bill is considered on the floor.

Thank you again for your cooperation.

Sincerely,

PETER A. DEFazio,
Chair.

HOUSE OF REPRESENTATIVES, COMMITTEE ON SCIENCE, SPACE, AND TECHNOLOGY,

Washington, DC, September 27, 2022.

Chairman PETER A. DEFazio,

Committee on Transportation and Infrastructure
House of Representatives, Washington, DC.

DEAR CHAIRMAN DEFazio: I am writing to you concerning H.R. 3482, the "National Center for the Advancement of Aviation Act of 2022," which was referred to the Committee on Transportation and Infrastructure. I requested a sequential referral of this bill on July 23, 2022. However, in an effort to expedite consideration of this measure, I agree to withdraw my request for a sequential referral.

The Committee takes this action with our mutual understanding that by foregoing consideration of H.R. 3482 at this time, we do not waive any jurisdiction over the subject matter contained in this or similar legislation. I also ask to be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any remaining issues that fall within our Rule X jurisdiction.

I would appreciate your response to this letter confirming this understanding and ask that a copy of our exchange of letters on this matter be included in the bill report filed by the Committee on Transportation and Infrastructure, as well as inserted in the Congressional Record during floor consideration to memorialize our understanding. Thank you for your cooperation on this legislation.

Sincerely,

EDDIE BERNICE JOHNSON.

Mr. WEBSTER of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 3482, as amended, creates the National Center for the Ad-

vancement of Aviation, a private, not-for-profit organization dedicated to bringing government and aviation stakeholders together to address aviation workforce issues.

United States aviation supports 11.3 million direct jobs and facilitates more than a trillion dollars in economic activity, which represents more than 5 percent of gross domestic product.

Every industry is feeling the pinch of labor shortages, and the reality is that self-help measures undertaken by the aviation industry are not enough to ensure advancement of the aerospace industry. We must address the growing aviation workforce shortage to ensure our domestic aerospace industry maintains its global competitive advantage.

This bipartisan legislation has widespread support across the aviation industry, and I acknowledge that this bill was passionately supported, as has been said, by the dean of the House, Don Young.

Mr. Speaker, in order to ensure our Nation's aviation dominance, we must work forcefully to address the looming shortfall of aviation workforce. Having a properly trained and dedicated workforce to meet the near-term and future capacities needed in the aviation sector is crucial to the underpinning of the high standard of safety that sets America apart from the rest.

H.R. 3482, as amended, supplements the FAA's safety-focused mission by ensuring just that.

Mr. Speaker, I urge support of this legislation, and I yield back the balance of my time.

Mr. CARSON. Mr. Speaker, this bill will help to address the workforce challenges facing U.S. aviation today and prepare our workforce for the opportunities of the future.

Mr. Speaker, I support this bipartisan legislation, and I urge my colleagues to do the same.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Indiana (Mr. CARSON) that the House suspend the rules and pass the bill, H.R. 3482, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HICE of Georgia. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

SMALL PROJECT EFFICIENT AND EFFECTIVE DISASTER RECOVERY ACT

Mr. CARSON. Mr. Speaker, I move to suspend the rules and concur in the Senate amendments to the bill (H.R. 5641) to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to increase the threshold for

eligibility for assistance under sections 403, 406, 407, and 502 of such Act, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendments is as follows:

Senate amendments:

(1) On page 2, line 13, strike ["AND REPORT" after "REVIEW"] and insert "AND REPORT" after "REVIEW".

(2) On page 3, after line 3, insert:

SEC. 3. AUDIT AND REVIEW.

Not later than 3 years after the date of enactment of this Act, the Inspector General of the Department of Homeland Security shall conduct an audit, and submit to Congress a report, on whether there has been waste and abuse as a result of the amendment made under section 2(a)(1).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Indiana (Mr. CARSON) and the gentleman from Florida (Mr. WEBSTER) each will control 20 minutes.

The Chair recognizes the gentleman from Indiana.

GENERAL LEAVE

Mr. CARSON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5641.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

Mr. CARSON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5641. This legislation will expedite the approval process for small projects applying for aid through FEMA's public assistance program, a program that helps communities remove debris, implement emergency protective measures, and repair damage to public infrastructure.

The House has already passed this once with overwhelming support, and the amendment we are considering today would solely add a reporting requirement to the language we previously supported.

Also, in the time since we first passed this bill, the Biden administration has updated the small project threshold to \$1 million via rulemaking. The \$1 million threshold, Mr. Speaker, is currently expediting the post-disaster recovery process, cutting unnecessary red tape and helping communities get back on their feet.

Mr. Speaker, I urge my colleagues to support this bill, and I reserve the balance of my time.

Mr. WEBSTER of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5641, the SPEED Recovery Act, is a bipartisan bill that cuts red tape and helps expedite disaster recovery efforts, especially in small and rural areas. This legislation updates what the Federal Emergency Management Agency considers a small project.

The bill already passed the House in April, as has been said, and today, it

returns with a reasonable amendment from the Senate and adds a report by the inspector general of Homeland Security to help ensure that there is no fraud, waste, and abuse.

Increasing the small project threshold allows communities to recover faster and allows FEMA to focus more of their time and resources on larger, more complex projects that represent 90 percent of the disaster costs.

I have heard from communities in my district about paperwork burdens and increasing denials over technicalities, and I hope the commonsense adjustments of this bill will improve this process.

Mr. Speaker, I urge support of this legislation.

Mr. Speaker, I yield 3 minutes to the gentlewoman from Puerto Rico (Miss GONZÁLEZ-COLÓN).

Miss GONZÁLEZ-COLÓN. Mr. Speaker, I thank my colleague for yielding.

Today, I rise again in support of H.R. 5641, the SPEED Recovery Act, which is bipartisan legislation introduced by Ranking Member GRAVES that passed the House in April.

This bill cannot be timelier as Puerto Rico is once again dealing with the effects of yet another major disaster, Hurricane Fiona, while also communities in Florida are facing Hurricane Ian as we speak.

We do have a lot of experience in those small projects that are never done because of the red tape or the long procedures that need to be dealt with between municipalities and FEMA.

Too often, cities and municipalities face the burden of rising costs of material and labor, which means that the cost estimate for relatively simple projects, such as street repairs, now surpasses the threshold for what is defined as a small project.

Today, \$123,000 hardly covers the most trivial work, and we can talk about that. I mean, we still have a lot of those small projects since Hurricane Maria that are not being done, and now, many of those projects were hit by Hurricane Fiona. Although the money is there, the process is so big that even the initial amount won't cover those repairs.

We have had cases where there may have been resources to start and finish promptly, but because of the price tag, we are forced to go through a more complicated process with FEMA, which can take years, years in which the people wonder when they will see the work.

When a community does not see even small things taken care of, that weakens the social fabric and promotes displacement.

□ 1730

We cannot afford to keep going through that again. We have a responsibility to make the Federal Government more efficient, particularly in times of need.

By increasing the threshold for eligibility for small projects, including ad-

justments for inflation, this bill will simplify that process, reducing administrative burdens, resulting in faster start of work and allowing more recovery projects to move forward.

Mr. Speaker, I support this commonsense bipartisan legislation, and I urge all Members to support the Senate amendments and send them to the President's desk. Across the Nation, our communities will need it.

Mr. CARSON. Mr. Speaker, I have no more speakers, and I reserve the balance of my time.

Mr. WEBSTER of Florida. Mr. Speaker, I yield myself such time as I may consume to close.

The amendments to H.R. 5641, the SPEED Recovery Act, is reasonable and will help to strengthen accountability.

Mr. Speaker, I thank Senators PORTMAN and PETERS, who are the bipartisan leaders of the Senate Committee on Homeland Security and Governmental Affairs. Without their leadership in the Senate to push forward this measure, we would not be here today.

Mr. Speaker, I thank Senator JOSH HAWLEY of Missouri, who also helped by being engaged in this particular issue.

Finally, I thank our great staff on both sides to get this bill to the finish line, especially my subcommittee staff director, Johanna Hardy and Maddy McCaslin.

Mr. Speaker, I urge support of this important legislation, and I yield back the balance of my time.

Mr. CARSON. Mr. Speaker, in closing, this legislation supports FEMA's role and codifies that the qualifying small project threshold will be \$1 million.

Mr. Speaker, I urge my colleagues to support the bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Indiana (Mr. CARSON) that the House suspend the rules and concur in Senate amendments to the bill, H.R. 5641.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. NEHLS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

PREVENTING PFAS RUNOFF AT AIRPORTS ACT

Mr. CARSON. Mr. Speaker, I move to suspend the rules and pass the bill (S. 3662) to temporarily increase the cost share authority for aqueous film forming foam input-based testing equipment, and for other purposes, as amended.

The Clerk read the title of the bill.