

# LIBERTY, JUSTICE, AND EQUAL PROTECTION UNDER THE LAW FOR ALL

(Ms. STRICKLAND asked and was given permission to address the House for 1 minute.)

Ms. STRICKLAND. Mr. Speaker, House Republicans have made it clear that they do not support liberty, justice, and equal protection under the law for all.

Last week, the majority passed an extremist defense bill that bans gender-affirming and reproductive care for servicemembers, guts support for our servicemembers of color, and prohibits Pride flags from being displayed in any workspace, common access area, or public area of the Department of Defense.

However, they decided that the homophobia and discrimination can't stop there.

This week, Republicans voted to strip critical funding to enhance career development opportunities, provide meals to low-income seniors, create affordable and transitional housing units for vulnerable populations in need, and more.

These projects, led by Representatives BOYLE, PRESSLEY, and HOULAHAN, were vetted months ago to ensure they meet the rigorous community project funding guidelines and are responsible uses of taxpayer dollars.

So why were these projects denied? Because recipients had LGBTQ in their name, and they served communities that the other side demonizes daily. It is hypocritical, it is homophobic, and it damages the idea of liberty and justice for all.

□ 0915

## PORK PRODUCTION IN CALIFORNIA

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Mr. Speaker, it used to be California was the land of really good ideas and innovation, but the last 30 or so years it has been a place where a lot of really bad ideas come from and impact the rest of the country.

This morning I am talking about pork production in this country and California deciding that it should dictate to the rest of the country how it is done. There is not even that much pork produced in my home State, yet they want to dictate how it works.

A proposition passed that says you cannot use gestation crates for pork production. Gestation crates help piglets to not be squashed by their mother, but it has been interpreted to be something completely different.

We need H.R. 4417, the EATS Act, in order to have pork production in this country that isn't dictated by some crazies at Berkeley in California that say we can't have you produce like that.

We have already went through this with eggs. What this will produce is

shortages of eggs, shortages of pork, higher prices, and even possibly lead to the importation of it because one State trying to dictate and reach across State lines to all of the others with its tentacles of its crazy ideas on how things should be done business-wise.

What will stop them from banning oil and gas being used to produce things in other States? It will keep going and going until we stop it.

## DEVASTATION IN VERMONT

(Ms. BALINT asked and was given permission to address the House for 1 minute.)

Ms. BALINT. Mr. Speaker, I rise today with a heavy heart. Vermont has experienced so much devastation over the last 2 weeks.

The images have been shocking. Our capital city is completely under water, small businesses across the State destroyed, homes and rental units totally gutted, and thousands and thousands of acres of cropland decimated.

Seeing my State under water makes it clearer than ever that climate change isn't coming. It is here.

Disasters like this bring up so much trauma for many of us who lived through Hurricane Irene. I want Vermonters to know that we, your congressional delegation, will be there as long as it takes to recover, but we have a very long road ahead.

With the support of our friends and neighbors, we will get through this together. That is what I have seen as I have traveled around Vermont visiting communities—Vermonters pitching in and helping one another.

We cannot accept what we have seen in Vermont over the last week as the new normal. We must continue to fight for climate action and climate resiliency to keep Vermont the Green Mountain State that we know and love.

## SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT

The SPEAKER pro tempore (Mr. COLLINS). Pursuant to House Resolution 597 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 3935.

Will the gentleman from Alabama (Mr. CARL) kindly take the chair.

□ 0919

### IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 3935) to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes, with Mr. CARL (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose on Wednes-

day, July 19, 2023, amendment No. 75 printed in part A of House Report 118-147 offered by the gentleman from Pennsylvania (Mr. PERRY) had been disposed of.

AMENDMENTS EN BLOC NO. 4 OFFERED BY MR. GRAVES OF MISSOURI

Mr. GRAVES of Missouri. Mr. Chair, pursuant to House Resolution 597, I offer amendments en bloc.

The Acting CHAIR. The Clerk will designate the amendments en bloc.

Amendments en bloc No. 4 consisting of amendment Nos. 60, 61, 85, 87, 88, 89, 90, 91, 92, 93, 94, 99, 100, 101, 102, 103, and 104 printed in part A of House Report 118-147, offered by Mr. GRAVES of Missouri:

AMENDMENT NO. 60 OFFERED BY MS. MANNING OF NORTH CAROLINA

At the end of title VIII, add the following:  
**SEC. 844. SENSE OF CONGRESS ON FAA ENGAGEMENT AND COLLABORATION WITH HBCUS AND MSIS.**

It is the sense of Congress that the Federal Aviation Administration should continue to partner with historically Black colleges and universities and minority-serving institutions to promote awareness of career opportunities and develop curriculum related to aerospace, aviation and air traffic control.

AMENDMENT NO. 61 OFFERED BY MS. MANNING OF NORTH CAROLINA

At the end of title VIII, insert the following:

**SEC. 8. REPORT ON IMPLEMENTATION OF RECOMMENDATIONS OF FEDERAL AVIATION ADMINISTRATION YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE.**

Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration, shall submit to Congress a report on the implementation of the following recommendations of the Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force established under section 602 of the FAA Reauthorization Act of 2018 (Public Law 115-254):

(1) The recommendation to improve information access about careers in aviation and aerospace.

(2) The recommendation to collaboration across regions of the Federal Aviation Administration on outreach and workforce development programs.

(3) The recommendation to increase opportunities for mentoring, pre-apprenticeships, and apprenticeships in aviation.

AMENDMENT NO. 85 OFFERED BY MR. QUIGLEY OF ILLINOIS

At the end of title VIII, add the following:  
**SEC. . IMPLEMENTATION OF DYNAMIC SCHEDULING AND MANAGEMENT OF CERTAIN AIRSPACE.**

(a) IN GENERAL.—In carrying out the pilot program established under section 1093 of Public Law 117-263 (49 U.S.C. 40103 note), the Administrator of the Federal Aviation Administration, in coordination with the Secretary of Defense, shall—

(1) evaluate the impact on the operation of the national airspace system of process improvements in how the Department of Defense shares real-time updates on the status of special activity airspace and special use airspace for activities described in paragraph (1) of section 1093 of Public Law 117-263 (49 U.S.C. 40103, note); and

(2) ensure that such improvements make the Federal Aviation Administration able to use such status changes to effectively grant

access to special activity airspace and special use airspace to civil operators in the national airspace system.

(b) DEVELOPMENT, TEST AND ASSESSMENT OF DYNAMIC AIRSPACE TOOLS AND SYSTEMS.—

(1) TESTS.—Under the pilot program referred to in subsection (a), and to complete the evaluations prescribed above, the Administrator and Secretary shall jointly test software and services that automate the means by which the Department of Defense shares changes in the status of special activity airspace and special use airspace established by the Federal Aviation Administration for use by civil operators in the national airspace system.

(2) AUTOMATION.—The Secretary and the Administrator shall ensure that the processes referred to in paragraph (1)(B) of section 1093 of Public Law 117-263 (49 U.S.C. 40103, note) are automated, adhere to advanced data protection protocols, and use tools and systems developed for this purpose that are in use by the Federal Aviation Administration and by civil operators in the national airspace system.

(c) REPORT.—Not more than 365 days following the date of enactment of this section, the Secretary and the Administrator shall jointly submit a report to Congress on the impact of dynamic scheduling and management of special activity airspace and special use airspace, with specific information on—

(1) impact on military training and readiness;

(2) impact on workload and accuracy of sharing status changes on airspace with the Federal Aviation Administration; and

(3) impact on the operation of the national airspace system including reductions in miles flown.

(d) REQUIREMENTS.—The capabilities referred to in subsection (a) shall not interfere with—

(1) the public's right of transit consistent with national security;

(2) the use of airspace necessary to ensure the safety of aircraft within the national airspace system; or

(3) the use of airspace necessary to ensure the efficient use of the national airspace system.

AMENDMENT NO. 87 OFFERED BY MR. ROUZER OF NORTH CAROLINA

Page 250, strike lines 10 through 12, and insert the following:

(f) IMPLEMENTATION.—Not later than 1 year after receiving recommendations outlined in the report under subsection (b), the Administrator shall take such action, as appropriate, to implement those recommendations.

At the end of subtitle C of title III, add the following:

**SEC. \_\_\_\_ MEDICAL PORTAL MODERNIZATION TASK GROUP.**

(a) ESTABLISHMENT.—Not later than 120 days after the working group pursuant to section 328 of this Act is established, the co-chairs of such working group shall establish a medical portal modernization task group (referred to in this subsection as the “task group”) to evaluate the user interface and information sharing capabilities of an online medical portal administered by the Federal Aviation Administration.

(b) COMPOSITION.—The co-chairs of the working group provided for in section 328 shall appoint—

(1) a Chair of the task group; and

(2) members of the task group from among the members of the working group appointed by the Administrator under section 328(b)

(c) ASSESSMENT; RECOMMENDATIONS.—The task group shall, at a minimum, assess and evaluate the capabilities of any such medical portal and provide recommendations to improve the following:

(1) The cyber security protections and protocols of any such medical portal, including the secure exchange of health information and records between Aviation Medical Examiners and pilots, or their designee, including the ability for an airman to submit additional information requested by the Administrator.

(2) The status of an airman's medical application and the disclosure of how long an airman can expect to wait for a final determination to be issued by the Administrator.

(3) The disclosure of the name and contact information of the Administrator's representative managing an airman's case so that an Aviation Medical Examiner has a point of contact within the Administration who is familiar with an airman's application.

(d) CONSULTATION.—In carrying out the duties described in subsection (c), the task group may consult cybersecurity experts and individuals with a knowledge of securing electronic health care transactions.

(e) REPORT.—Not later than 1 year after the date of the establishment of the task group, the task group shall submit to the Administrator, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report detailing activities and recommendations of the task group.

(f) IMPLEMENTATION.—Not later than 1 year after receiving the report described in subsection (e), the Administrator shall take such action as may be necessary to implement recommendations of the task group to improve any such medical portal.

AMENDMENT NO. 88 OFFERED BY MR. ROUZER OF NORTH CAROLINA

At the end of title VIII, add the following:

**SEC. \_\_\_\_ PROHIBITION ON PROCUREMENT OF FOREIGN-MADE UNMANNED AIRCRAFT SYSTEMS.**

(a) IN GENERAL.—The Secretary of Transportation is prohibited from entering into a contract or awarding a grant for the procurement of a small unmanned aircraft system manufactured or assembled by a covered foreign entity.

(b) EXEMPTION.—

(1) IN GENERAL.—The Secretary is exempt from any restrictions under subsection (a) if the procurement is for the purposes of testing, evaluation, analysis, or training related to—

(A) counter-unmanned aircraft systems, including activities conducted under the Federal Aviation Administration's Alliance for System Safety of UAS through Research Excellence Center of Excellence or by the UAS test sites under section 44803 of title 49, United States Code; or

(B) the safe, secure, or efficient operation of the National Airspace System or maintenance of public safety.

(2) NATIONAL TRANSPORTATION SAFETY BOARD EXEMPTION.—The National Transportation Safety Board, in consultation with the Secretary of Homeland Security, is exempt from any restrictions under subsection (a) if the procurement is necessary for the sole purpose of conducting safety investigations.

(c) WAIVER.—The Secretary of Transportation (or the Secretary's designee) may waive any restrictions under subsection (a) on a case by case basis by certifying in writing not later than 15 days after exercising such waiver to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that the procurement is required in the national interest of the United States.

(d) EFFECTIVE DATES.—

(1) IN GENERAL.—Beginning on the date of enactment of this Act, the Secretary may

not award a new grant for the procurement of an unmanned aircraft system manufactured by a covered foreign entity.

(2) EXISTING GRANT.—This section shall not apply to grants awarded before the date of enactment of this Act.

(e) DEFINITIONS.—In this section:

(1) COVERED FOREIGN ENTITY.—The term “covered foreign entity” means an entity—

(A) included on the Consolidated Screening List or Entity List as designated by the Secretary of Commerce;

(B) domiciled in the People's Republic of China or the Russian Federation;

(C) subject to influence or control by the government of the People's Republic of China or by the Russian Federation; or

(D) that is a subsidiary or affiliate of an entity described in subparagraphs (A) through (C).

(2) SMALL UNMANNED AIRCRAFT; UNMANNED AIRCRAFT; UNMANNED AIRCRAFT SYSTEM.—The terms “small unmanned aircraft”, “unmanned aircraft”, and “unmanned aircraft system” have the meanings given such terms in section 44801 of title 49, United States Code.

AMENDMENT NO. 89 OFFERED BY MR. RUIZ OF CALIFORNIA

At the end of title VIII, add the following:

**SEC. \_\_\_\_ BANNING MUNICIPAL AIRPORT.**

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study on the Banning Municipal Airport to identify—

(1) aviation traffic at the Airport in each of the last 10 years, and estimated future traffic each year in the next 10 years;

(2) associated annual revenues and costs in each year to service aviation traffic during the last 10 years, and to continue to service it for another 10 years;

(3) use of the facility for fighting wildfires and the degree of its utility to the local County fire department or other emergency first responders;

(4) status of the Airport's current infrastructure and planned improvements, if any, and during the next 5 years and their associated costs;

(5) perspectives of and impact on the Morongo Band of Indians resulting from operation of the airport near tribal lands; and

(6) Federal funds that would be required to modernize the Airport's infrastructure to assure no annual operating financial losses for the next 10 years.

(b) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study.

AMENDMENT NO. 90 OFFERED BY MR. DAVID SCOTT OF GEORGIA

Page 375; line 24, strike “1 annual event” and insert “2 annual events”.

AMENDMENT NO. 91 OFFERED BY MR. SELF OF TEXAS

Add at the end of title VIII the following:

**SEC. 844. FEASIBILITY STUDY OF HARDENING SATELLITES THAT CONTRIBUTE TO UNITED STATES AEROSPACE NAVIGATION.**

The Administrator of the Federal Aviation Administration shall conduct a feasibility study to determine the cost to harden satellites that contribute to United States aerospace navigation.

AMENDMENT NO. 92 OFFERED BY MS. SHERRILL OF NEW JERSEY

At the end of title VIII, add the following:

**SEC. \_\_\_\_ STUDY AND REPORT ON EFFECTS OF UNMANNED FREE BALLOONS ON AVIATION SAFETY.**

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the

Administrator of the Federal Aviation Administration, in coordination with the heads of other relevant Federal agencies, shall submit a report to the appropriate committees of Congress on the effects unmanned free balloon operations, that do not emit electronic or radio signals for identification purposes, launched within the United States and its territories may have on aviation safety.

(b) **CONSIDERATIONS.**—In carrying out this section, the Administrator shall consider—

(1) current technology available and employed to track unmanned free balloon operations described under subsection (a);

(2) how the flights of such operations have affected, or could affect, aviation safety;

(3) how such operations have contributed, or could contribute, to misidentified threats to civil or military aviation operations or infrastructure; and

(4) how such operations have impacted, or could impact, national security and air traffic control operations.

(c) **RECOMMENDATIONS.**—The report specified under subsection (a) shall contain recommendations on the following:

(1) The need for unmanned free balloons launched within the United States and its territories to be equipped with technology that may increase the near real-time trackability of such balloons to deconflict airspace and maintain aviation safety of the national airspace system in support of Administration and Department of Defense aviation operations.

(2) The feasibility and efficacy in requiring the equipage and usage of such technology.

(d) **APPROPRIATE.**—In this section, the term “appropriate congressional committees” means—

(1) the Committee on Armed Services of the House of Representatives;

(2) the Committee on Transportation and Infrastructure of the House of Representatives;

(3) the Committee on Armed Services of the Senate; and

(4) the Committee on Commerce, Science, and Transportation of the Senate.

AMENDMENT NO. 93 OFFERED BY MR. STEIL OF WISCONSIN

At the end of title VIII, add the following:  
**SEC. \_\_\_\_ . UPDATE TO FAA ORDER ON AIRWAY PLANNING STANDARD.**

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall take such actions as may be necessary to update FAA Order 7031.2c, titled “Airway Planning Standard Number One—Terminal Air Navigation Facilities and Air Traffic Control Services”, to lower the remote radar bright display scope installation requirement from 30,000 annual itinerant operations to 15,000 annual itinerant operations

AMENDMENT NO. 94 OFFERED BY MR. THOMPSON OF PENNSYLVANIA

At the end of subtitle C of title VII, add the following:

**SEC. \_\_\_\_ . REPORT ON RESTORATION OF SMALL COMMUNITY AIR SERVICE.**

(a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary of the Department of Transportation shall enter into the appropriate arrangements with the National Academies to conduct a study on the loss of commercial air service in small communities in the United States and options to restore such service.

(b) **CONTENTS.**—In conducting the study required under subsection (a), that National Academies shall—

(1) assess the reduction of scheduled commercial air service to small communities over a 5-year period ending on the date of en-

actment of this Act, to include small communities that have lost all scheduled commercial air service;

(2) review economic trends that have resulted in reduction or loss of scheduled commercial air service to such communities;

(3) review the economic losses of such communities who have suffered a reduction or loss of scheduled commercial air service;

(4) identify the causes that prompted air carriers to reduce or eliminate scheduled commercial air service to such communities;

(5) assess the impact of changing aircraft economics; and

(6) identify recommendations that can be implemented by such communities or Federal, State, or local agencies to aid in the restoration or replacement of scheduled commercial air service.

(c) **CASE STUDIES.**—In conducting the study required under subsection (a), the National Academies shall assess not fewer than 7 communities that have lost commercial air service or have had commercial air service significantly reduced in the past 15 years, including—

(1) Williamsport Regional Airport;

(2) Alamogordo-White Sands Regional Airport; and

(3) Chautauqua County Jamestown Airport.

(d) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the National Academies shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science and Transportation of the Senate a report containing—

(1) the results of the study described in subsection (a); and

(2) recommendations to Congress and communities on action that can be taken to improve or restore scheduled commercial service to small communities.

AMENDMENT NO. 99 OFFERED BY MR. WILLIAMS OF NEW YORK

At the appropriate place in the bill, insert the following:

**SEC. \_\_\_\_ . SURFACE SURVEILLANCE.**

(a) **IN GENERAL.**—Not later than 180 days after enactment of this Act, the Administrator shall conduct a study of surface surveillance systems that are operational as of the date of enactment of this Act.

(b) **CONTENTS.**—In carrying out the study required under subsection (a), the Administrator shall—

(1) demonstrate that any change to the configuration of such systems or decommissioning of a sensor from such systems provides an equivalent level of safety as the current system;

(2) determine how a technology refresh of legacy sensor equipment can reduce operational and maintenance costs compared to current costs and extend the useful life and affordability of such systems; and,

(3) consider how to enhance such systems through new capabilities and software tools that improve the safety of terminal airspace and the airport surface.

(c) **CONSULTATION.**—In carrying out the study under subsection (a), the Administrator shall consult with representatives of—

(1) National Transportation Safety Board;

(2) aviation safety experts with specific knowledge of surface surveillance technology, including multilateration and ADS-B; and,

(3) representatives with expertise in surface safety of the exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code; and

(4) representatives of the certified bargaining representative of airway transpor-

tation systems specialists for the Federal Aviation Administration.

(d) **REPORT.**—Upon completion of the review initiated under subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing the findings of such review and shall make all data related to the safety analysis and conclusions developed under subsection (b) available to the public on the website of the Administration in a downloadable format.

(e) **IMPLEMENTATION.**—Upon submission of the report required by subsection (d), the Administrator may implement changes to surface surveillance systems based on the outcome of the review in subsection (b).

AMENDMENT NO. 100 OFFERED BY MR. YAKYM OF INDIANA

Page 223, line 9, strike “2027” and insert “2028”.

AMENDMENT NO. 101 OFFERED BY MR. SMITH OF NEW JERSEY

At the end of title VIII, insert the following:

**SEC. 8 \_\_\_\_ . CERTIFICATION AND REPORT BY INSPECTOR GENERAL RELATING TO RADAR IMPACTS AND OFFSHORE WIND DEVELOPMENT APPROVAL PROCESS.**

(a) **CERTIFICATION.**—Not later than 90 days after the date of the enactment of this Act, the President (or a designee) shall certify in writing that—

(1) offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas will not weaken, degrade, interfere with, or nullify the performance and capabilities of radar relied upon by commercial aviation, military aviation, space launch vehicles, or other commercial space launch activities; and

(2) the development of offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas will not degrade the capabilities of the Federal Aviation Administration to monitor United States airspace, or hinder commercial, private, or military aviation activities.

(b) **AUDIT AND REPORT BY INSPECTOR GENERAL.**—

(1) **AUDIT AND REPORT.**—The Inspector General of the Department of Transportation shall audit and report to Congress on the effects of offshore wind industrialization related to radar, impacts to commercial air and military traffic, and the sufficiency of the review and approval process for offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas. Such report shall also include the following:

(A) An investigation of the sufficiency of the process for approving offshore wind projects, and these projects impact on radar, including the consultation process between the Bureau of Ocean Energy Management, the Federal Aviation Administration, and the Military Aviation and Installation Assurance Siting Clearinghouse, and whether concerns voiced by the Federal Aviation Administration, the United States Armed Forces were sufficiently considered in the approval process.

(B) A specific study on the impact of such projects on shore based radar capabilities.

(C) A determination whether offshore wind projects will weaken, compromise, or interfere with, or nullify the usage of radar utilized by the Federal Aviation Administration, the United States Armed Forces, and the National Aeronautics and Space Administration, as well as commercial space launch activities.

(D) An audit of the approval applications by the Military Aviation and Installation

Assurance Siting Clearinghouse regarding concerns voiced over the impact to radar and ability to identify airborne threats, freedom to navigate United States airspace, and ability to train within United States airspace.

(E) A determination whether any offshore wind projects will impact, alter, or disrupt commercial, private, or military aviation flight paths.

(F) A determination whether any offshore wind projects will impact, compromise, inhibit, or nullify the usage of radar and sonar technologies utilized by the armed forces and any agencies carrying out space launch programs.

(G) A determination whether any offshore wind projects will impact, compromise, or inhibit the ability of the United States Coast Guard to conduct maritime safety and life-saving operations.

(H) An assessment of how offshore wind energy projects impact low-level military airspace off the Atlantic Coast.

(I) A determination whether the mitigation strategies laid out in the 2016 Report on the Impact of Wind Energy Developments on Military Installations are sufficient, achievable and, realistic.

(2) SURVEY REQUIRED.—

(A) IN GENERAL.—The Inspector General of the Department of Transportation shall conduct a survey of individuals directly responsible for installations and units effected by offshore wind development projects, including those currently underway and those proposed, with respect to—

(i) mission critical capabilities related to radar interference, sonar interference, life-saving operations, and training missions; and

(ii) the sufficiency of local military installation commander input in the approval process.

(B) REPORT.—The Inspector General of the Department of Transportation shall submit to Congress a report containing the results of the survey required by subparagraph (A) not later than 180 days after the date of the enactment of this Act.

(C) CLASSIFIED ANNEX.—The reports required under subsection(b)(1) and (b)(2)(B) shall be submitted in unclassified form, but may include a classified annex.

AMENDMENT NO. 102 OFFERED BY MRS. BOEBERT OF COLORADO

Page 821, line 15, insert “, and make publicly available on a website of the Administration.”.

AMENDMENT NO. 103 OFFERED BY MRS. BOEBERT OF COLORADO

Page 780, line 2, insert “, and make publicly available on a website of the Administration,” after “House of Representatives”.

AMENDMENT NO. 104 OFFERED BY MR. BEYER OF VIRGINIA

Add at the end of subtitle C of title XI the following:

# **SEC. 1151. STUDY ON AERONAUTICAL STANDARDS.**

(a) STUDY REQUIRED.—The Administrator of the National Aeronautics and Space Administration, in consultation with the Secretary of Defense, the Administrator of the Federal Aviation Administration, and the Administrator of the National Oceanic and Atmospheric Administration, shall conduct a study on the modernization of aeronautical standards.

(b) DESIGNATION.—The study conducted under subsection (a) shall be known as the “Modernization of Aeronautical Standards and Aircraft Performance Study”.

(c) ELEMENTS.—The study conducted under subsection (a) shall include the following:

(1) An assessment of differences between current atmospheric conditions and baseline

atmospheric conditions, including both mean and extreme values.

(2) An analysis of the impacts to operation, maintenance, and sustainment costs of covered commercial aircraft due to the differences identified under paragraph (1).

(3) An estimation of the number of weight restriction hours for covered commercial aircraft at covered commercial airports under baseline, current, and projected atmospheric conditions.

(4) An assessment of required infrastructure investment at covered commercial airports such that the number of weight restriction hours under projected atmospheric conditions is equivalent to the number of weight restriction hours with current infrastructure and route structure under baseline and current atmospheric conditions.

(5) Recommendations for atmospheric and climatic design requirements for future commercial aircraft to account for projected atmospheric conditions.

(6) An analysis of impacts to operation, maintenance, and sustainment costs and aircraft performance of military aircraft due to the differences identified under paragraph (1).

(7) Atmospheric and climatic design requirements for military aircraft, or other equipment, which should be updated to account for current and projected atmospheric conditions.

(8) Recommended updates or supplements to atmospheric standards due to current atmospheric conditions.

(9) Criteria under which future updates or supplements to atmospheric standards should be made.

(d) TRANSMITTAL.—The Administrator of the National Aeronautics and Space Administration shall transmit the results of the study to the Committee on Science, Space, and Technology and the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the congressional defense committees not later than 18 months after the date of the enactment of this Act.

(e) DEFINITIONS.—In this section:

(1) AIRCRAFT PERFORMANCE.—The term “aircraft performance” includes the following:

- (A) Range.
- (B) Payload capacity.
- (C) Runway length requirement.
- (D) Climb rate.
- (E) Turn rate.
- (F) Operating altitude.
- (G) Acceleration.

(2) ATMOSPHERIC STANDARDS.—The term “atmospheric standards” means the following:

(A) The United States Standard Atmosphere of 1976.

(B) MIL-HDBK-310, Climatic Information to Determine Design and Test Requirements for Military Systems and Equipment.

(C) Any other standard as determined by the Administrator of the National Aeronautics and Space Administration.

(3) BASELINE ATMOSPHERIC CONDITIONS.—The term “baseline atmospheric conditions” means the atmospheric conditions referred to in the most recent release of an atmospheric standard.

(4) COVERED COMMERCIAL AIRPORTS.—The term “covered commercial airports” means the following:

(A) The 30 commercial service airports (as such term is defined in section 47102(7) of title 49, United States Code) with the most passenger boardings in the most recent calendar year ending before the date of the enactment of this Act.

(B) The five public airports (as such term is defined in section 47102(21) of title 49,

United States Code) not described in clause (i) with the highest all-cargo landed weight in the most recent calendar year ending before the date of the enactment of this Act.

(5) COVERED COMMERCIAL AIRCRAFT.—The term “covered commercial aircraft” means the ten aircraft types still in production with the highest number of operations at covered commercial airports in the most recent calendar year ending before the date of the enactment of this Act.

(6) COMMERCIAL AIRCRAFT.—The term “commercial aircraft” means an air carrier operating under part 121 of title 14, Code of Federal Regulations.

(7) CONGRESSIONAL DEFENSE COMMITTEES.—The term “congressional defense committees” has the meaning given that term in section 101(a)(16) of title 10, United States Code.

(8) CURRENT ATMOSPHERIC CONDITIONS.—The term “current atmospheric conditions” means the atmospheric conditions observed in the five most recent calendar years ending before the date of the enactment of this Act.

(9) PROJECTED ATMOSPHERIC CONDITIONS.—The term “projected atmospheric conditions” means the mean atmospheric conditions projected by the International Panel on Climate Change under the Sixth Assessment Report in scenarios—

- (A) SSP1-1.9;
- (B) SSP1-2.6;
- (C) SSP2-4.5;
- (D) SSP3-7.0; and
- (E) SSP5-8.5.

(10) MILITARY AIRCRAFT.—The term “military aircraft” means an aircraft that—

(A) is currently being developed, procured, or operated by the Department of Defense; and

(B) is a bomber, fighter, attack helicopter, transport helicopter, strategic transport, tactical transport, or surveillance aircraft.

(11) PASSENGER BOARDINGS.—The term “passenger boardings” has the meaning given such term in section 47102(15) of title 49, United States Code.

(12) WEIGHT RESTRICTION HOUR.—The term “weight restriction hour” means an hour when the maximum temperature for that hour matches or exceeds the weight-restriction temperature threshold for a specific aircraft.

The Acting CHAIR. Pursuant to House Resolution 597, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Washington (Mr. LARSEN) each will control 10 minutes.

The Chair recognizes the gentleman from Missouri.

Mr. GRAVES of Missouri. Mr. Chair, I yield myself such time as I may consume.

I rise in support of the bipartisan en bloc. This en bloc contains 17 amendments offered by my colleagues on both sides of the aisle.

The en bloc includes amendments that look to increase access to airspace for its users. It reinforces staffing levels and availability of advanced technology for air traffic controllers and further enhances runway safety at airports, along with a whole lot of other things that are in the en bloc.

Mr. Chair, I thank my colleagues for their work on these amendments. I am proud to support this en bloc and encourage all Members to support it.

Mr. Chair, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chair, I rise in support of this en bloc.

It includes a number of provisions that will improve the bill, including:

A proposal from Representative MAN-  
NING to advance the recommendations  
of the Youth Access to the American  
Jobs in Aviation Task Force, particu-  
larly on increasing access to informa-  
tion and enhancing collaboration;

A proposal led by Representative  
ROUZER with bipartisan support to pro-  
hibit the Department of Transpor-  
tation from purchasing drones from  
foreign adversaries, including Russia  
and China;

A proposal led by Representative  
DAVID SCOTT to increase the FAA's  
community outreach to aviation-im-  
pacted communities;

A proposal by Representative  
SHERRILL with bipartisan support for  
the FAA to study national security im-  
plications of unmanned free balloons  
and the technical feasibility of having  
an electronic emitter on board;

A proposal from Representatives  
THOMPSON and VASQUEZ requiring the  
DOT to study the loss of commercial  
air service in small communities and  
providing recommendations for restor-  
ing that service; and

A critically important proposal from  
Representatives YAKYM and TITUS to  
ensure maximum air traffic controller  
hiring for the next 5 years.

Mr. Chair, I urge all Members to sup-  
port this en bloc amendment, and I re-  
serve the balance of my time.

Mr. GRAVES of Missouri. Mr. Chair,  
I yield 3 minutes to the gentleman  
from Indiana (Mr. YAKYM).

Mr. YAKYM. Mr. Chair, I thank the  
chairman for yielding and for his in-  
credible work on this FAA reauthoriza-  
tion bill. It has been a bipartisan expe-  
rience working with Ranking Member  
LARSEN, and I thank him, as well, for  
his work on my amendments.

I thank them both for including  
Yakym amendment 100 in this en bloc.  
This amendment which was developed  
in a bipartisan manner and partnership  
with my colleague, Representative  
TITUS from Nevada, extends the re-  
quirement that the FAA take a maxi-  
mal approach to hiring and training air  
traffic controllers through the full life  
of the reauthorization.

This summer, we have seen head-  
lines, heard from constituents, and  
maybe some of you have even experi-  
enced delayed flights and the chaos  
that that can bring—one big reason is  
that we have 1,200 fewer fully certified  
controllers than we did just 10 years  
ago. Hiring isn't keeping up with the  
attrition, and short-staffed facilities  
impose mandatory overtime and 6-day  
workweeks, which isn't sustainable for  
the controllers we have.

An Inspector General report recently  
found that the FAA "lacks a plan to  
address" the controller shortage.

The American traveling public needs  
the FAA to pursue a sustained, long-  
term commitment to maximum hiring  
of air traffic controllers, and Congress  
should require it.

Mr. Speaker, I urge my colleagues to  
support my amendment.

Mr. LARSEN of Washington. Mr.  
Chair, I reserve the balance of my  
time.

Mr. GRAVES of Missouri. Mr. Chair,  
I yield 5 minutes to the gentleman  
from New Jersey (Mr. SMITH).

Mr. SMITH of New Jersey. Mr. Chair,  
I thank my good friend and colleague  
for writing such an important bill, and  
I thank Chairman GRAVES and Mr.  
LARSEN for the great cooperation be-  
tween both sides of the aisle.

Mr. Chair, my amendment, cospon-  
sored by JEFF VAN DREW and Dr. ANDY  
HARRIS, requires the President or his  
designee to certify that offshore wind  
turbine projects in the North Atlantic  
and Mid-Atlantic Planning Areas will  
not "weaken, degrade, interfere with,  
or nullify the capability of radar relied  
upon by the FAA or the Armed  
Forces."

It would also require the DOT IG to  
conduct a comprehensive review of the  
sufficiency of the process used to ap-  
prove offshore wind projects in areas  
critical to air travel and national secu-  
rity.

Many of us, Mr. Chair, are deeply  
concerned over the safety, efficacy, and  
likely deleterious environmental im-  
pact of embedding some 3,400 ocean  
wind turbines, each the size of the  
Chrysler Building in New York City,  
off our coast.

We have serious, well-founded con-  
cerns that offshore wind turbines will  
interfere with radar capabilities and,  
as a direct consequence, create a dan-  
gerous and potentially catastrophic  
impact on both military and commer-  
cial aviation activities, as well as heli-  
copters used by the Coast Guard to  
save lives.

Offshore wind development will af-  
fect some of the busiest airspace in the  
country, including the areas sur-  
rounding New York, Boston, Philadel-  
phia, and Washington, which contain  
major international airports, dozens of  
smaller airports, and several military  
and Coast Guard aviation facilities.

Mr. Chair, the Bureau of Ocean En-  
ergy Management's radar interference  
analysis from August of 2020 stated:  
"The research team found that the pro-  
posed and hypothetical wind farms are  
within the line of sight of 36 radar sys-  
tems, indicating that they will gener-  
ate interference to these radars under  
normal atmospheric conditions" and  
"future offshore wind energy instal-  
lations off the Atlantic Coast may  
impact land-based radar systems."

Additionally, in 2017, the interagency  
Ground-Based Coastal Air Surveillance  
Wind Turbine-Radar Interference Vul-  
nerability Study found that: "Offshore  
wind turbines may pose unique impacts  
to coastal radar systems given the dif-  
ferences in propagation of radar signals  
over the ocean versus land, as well as  
the larger size of offshore wind tur-  
bines compared to land-based wind tur-  
bines."

This particular analysis, I would  
point out, relied on the Block Island  
Wind Farm off the coast of Rhode Is-

land whose turbines are 589 feet tall.  
The turbines slated for installation off  
the New Jersey and New York coast are  
significantly higher, approximately  
1,000 feet. They are huge, and they will  
affect radar.

The DOD has expressed serious con-  
cerns over offshore wind development  
off the Virginia coast. How does that  
apply to us and to commercial avia-  
tion, which is, again, the gist of this  
amendment?

I have personally, Mr. Chair, read  
several of the major impact studies for  
these projects, and they confidently,  
almost arrogantly, suggest and assert  
that problems that might arise can be  
"mitigated."

Really? Then support my amendment  
and ensure that that's the case and  
that we do our due diligence.

A 2022 comprehensive study by the  
National Academy of Sciences found  
that: "Wind turbine generator mitiga-  
tion techniques have not been"—I em-  
phasize "have not been"—"substan-  
tially investigated, implemented, ma-  
tured, or deployed."

Additionally, the NAS found that  
wind turbine generator returns obfus-  
cate even marine vessel radar. That is  
not the subject here, but it is radar.  
Therefore, it leads to false images  
when vessels are traversing our oceans.

Mr. Chair, allies, including Taiwan,  
Japan, Finland, and Sweden, have halt-  
ed certain offshore wind turbine  
projects due to objections from their  
armed services. An article last year in  
the Taiwan News said: "The military  
has confirmed wind turbines could  
interfere with the surface-to-air mis-  
sile systems deployed in the north-  
western coast of Taiwan. The low-fre-  
quency noise generated by the turbines  
is likely to affect the reflected radio  
waves that phased array radars need to  
detect signals of missiles or aircraft."

□ 0930

That is very serious. This wall will  
make us blind potentially. It will in-  
hibit our ability to see what is going  
on. Again, there is so much commercial  
aircraft, and they need to have unfet-  
tered ability to traverse the skies.

Finally, no matter where any of my  
colleagues stand on offshore wind, a  
certification by the President or his  
designee—and the due diligence that  
that will require—that offshore wind  
turbines do not weaken, degrade, inter-  
fere with, or nullify the capability of  
radar relied on by the FAA is both pru-  
dent and it is absolutely necessary.

Mr. Chair, I thank the distinguished  
chairman for including this in his en  
bloc amendment.

Mr. LARSEN of Washington. Mr.  
Chair, I recommend that folks vote for  
this en bloc, and I yield back the bal-  
ance of my time.

Mr. GRAVES of Missouri. Mr. Chair,  
before I close, I will take a moment to  
thank Ranking Member LARSEN. He  
has been a great partner to work with  
in this process. I also thank the Avia-  
tion Subcommittee Chairman GARRET

GRAVES and Ranking Member STEVE COHEN for their hard work on this, too.

The FAA's reauthorization expires at the end of September, and this is truly a bipartisan product. This en bloc reflects that. The underlying bill is supported by over a thousand stakeholders, including national organizations, companies, pilot groups, airlines, airports, individual leaders in the aviation community, and so many more.

Mr. Chair, I appreciate the work that has gone into this product, and once again, I thank the staff on both sides of the aisle.

This bill is vital to America's airport infrastructure, to our economy, and to the future of American leadership in aviation.

Mr. Chair, I urge my colleagues to support the en bloc amendment and the bill on final passage a little bit later this morning.

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

The Acting CHAIR. The question is on the amendments en bloc offered by the gentleman from Missouri (Mr. GRAVES).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. LARSEN of Washington. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendments en bloc offered by the gentleman from Missouri will be postponed.

AMENDMENT NO. 76 OFFERED BY Mr. PERRY

The Acting CHAIR. It is now in order to consider amendment No. 76 printed in part A of House Report 118-147.

Mr. PERRY. Mr. Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 94, beginning on line 23, strike section 206.

Page 96, beginning on line 1, strike section 207.

The Acting CHAIR. Pursuant to House Resolution 597, the gentleman from Pennsylvania (Mr. PERRY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Pennsylvania.

Mr. PERRY. Mr. Chair, this amendment strikes sections 206 and 207 of the underlying bill that restricts the sale of reserved N-Numbers for profit, or as the underlying bill calls it, N-Number profiteering.

Instead of addressing the real pressures and pressing issues facing the aviation industry, such as serious staffing shortages—pilots, controllers, employees of the FAA, mechanics, et cetera—that are causing massive delays and cancellations all around the country, Congress feels the need to interfere with small businesses transferring and selling N-Numbers. What an egregious crime.

For those who don't know, N-Numbers are the clearly marked registra-

tion numbers for civil aircraft within the United States. They are transferable and reusable. When you see an airplane go by that says N123456 on the tail, that is the N-Number. When the aircraft identifies itself to air traffic control, it says, "Air traffic control, this is November 12345 inbound," or whatever.

Currently, small businesses have sprung up that reserve and sell these N-Numbers, providing aircraft owners with the ability to obtain their desired N-Number, much like a vanity plate on a car, while allowing these businessowners to make a living.

These private transactions between consenting parties provide value to both the buyer and the seller. Otherwise, these transactions just wouldn't happen.

Unless the plane owner seeks a specific N-Number, they are able to get one of the 454,910 N-Numbers currently available for reservation directly from the FAA for \$10 apiece. They can get them right now for \$10. None of that has changed. In other words, no one is forcing anyone to do business with the N-Number brokers unless they want to.

The practice of reserving and selling these N-Numbers is not harming anyone. Instead, it is an innovative commercial venture providing value to all parties. It certainly is not something for Congress to be interfering with and bothering itself with over the behest of private plane owners.

This amendment removes this gross government overreach and allows freedom of enterprise in America to continue.

Mr. Chair, I urge my colleagues to stand up for the market, protect contractual freedom, and support this amendment.

Mr. Chair, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chair, I claim time in opposition to the amendment.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. LARSEN of Washington. Mr. Chair, I yield such time as he may consume to the gentleman from Missouri (Mr. GRAVES), the chairman of the full committee.

Mr. GRAVES of Missouri. Mr. Chair, I rise in opposition to amendment No. 76 that is offered by Mr. PERRY. This amendment proposes to strike two provisions in the bill that seek to make fairer the process of reserving aircraft registration numbers, also known as N-Numbers.

The bill also prevents individuals from profiting from the sale or transfer of an N-Number that is otherwise sold, as was pointed out, by the FAA for \$10.

What do I mean by that? There are people out there who scoop up N-Numbers from the FAA for \$10 using automated software. What that does is if you are making a transfer and buy a different airplane, and you want to keep the same N-Number, you will be blocked in many cases because of the

automated software. They hold hostage that particular N-Number and offer it for sale for thousands or tens of thousands of dollars in some cases, depending on what the N-Number is.

As was pointed out, we are interrupting freedom of enterprise. Pirating is also an enterprise. We make it illegal. Why do we make it illegal? Because it should be illegal.

If you use the logic of this amendment, why are we interfering? Why would the government interfere if somebody is just trying to have freedom of enterprise when it comes to pirating or anything else, for that matter, that is illegal? It is just individuals trying to make a living.

The logic is flawed, and we need to keep this provision in the bill.

Mr. PERRY. Mr. Chair, I appreciate the chairman of the full committee and his perspective on this. Nobody likes the pirating or the abuse, so to speak, of the system, but to disallow it altogether is not the answer.

To me, this is Congress, and if this is such an egregious problem, then we can handle the software issue directly without destroying an industry that is obviously good for the buyer and the seller.

Quite honestly, I don't know how many of us who have bought and sold a car and transferred the license number said: "Oh, my goodness, if I don't have the same license number, well, I can't sell the car." I am not really worried about the license number. I just need to be able to drive the car.

If it is such a problem, why don't we address that portion of the problem and not cut everybody out of the deal?

Mr. Chair, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chair, I don't know that I could add much to Chairman GRAVES' comments. He clearly is a leader—if not the leader—on aviation in this Congress. He has more expertise on the vagaries of the general aviation airplane market, and I stand behind his comments.

Mr. Chair, I will address a comment made earlier by the proponent of the amendment, and that was the implication that this bill seems to be only about this issue when we should be dealing with air traffic controller staffing, pilot staffing, or manufacturing.

I have said that this bill is not about issue A, issue B, or issue C. This bill is a whole alphabet of issues that we have to deal with with the FAA.

In fact, this bill does address air traffic controller staffing by requiring the FAA to staff up to the maximum number, according to the staffing model that the FAA has.

It makes investments in the aviation workforce with aviation workforce development programs to increase the amount of talent in the pipeline for pilots, maintenance workers, and manufacturing workers in aviation.

It makes critical changes and improvements to accessibility for people who are wheelchair-bound or need to use mobility aids when they travel.



To imply this bill is only about one issue, and this particular issue, is not an accurate description at all of this legislation nor of the work of the full Transportation and Infrastructure Committee to bring this bill to the floor to get the FAA reauthorized.

Mr. Chair, I wanted to make sure that goes on record as part of this debate, and I reserve the balance of my time.

Mr. PERRY. Mr. Chair, I acknowledge that the bill is not only about this issue, but the pressing issues that we have, the ones that you already talked about, I would say that the bill could do a lot more on those issues. Those are the things that concern the American people: safety, access, and canceled flights.

I will tell you that it is great that we are mandating the FAA to do something. We are mandating that the American people have to do something. We are mandating that the FAA fully complement controllers.

That doesn't mean controllers are coming out of school. That doesn't mean controllers want to take the job. You can mandate it all you want, but if the people aren't willing to do the job or are not available to do the job, they are not going to be there to do the job. I see that as a wholly inadequate response and solution to a pressing problem that I predict is going to get worse between now and the next 5-year reauthorization.

Mr. Chair, I urge adoption of this amendment. I think it is a good amendment. If we have to deal with the other problem directly, then let's deal directly with the other problem of the software and not punish everybody.

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

Mr. LARSEN of Washington. Mr. Chair, may I inquire as to how much time I have remaining.

The Acting CHAIR. The gentleman has 1½ minutes remaining.

Mr. LARSEN of Washington. Mr. Chair, I yield 1½ minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Chair, I thank my friend, Congressman RICK LARSEN, for yielding.

Mr. Chair, yesterday, I had a chance to talk about this legislation and talk about the fact that there has been an input process that has gone on for well over a year. This legislation is in excess of 840 pages and has achieved numerous bipartisan wins on things that are advancing aviation safety and the aviation industry in the United States.

There are a number of people behind the scenes who have put tremendous hours of blood, sweat, and tears into this bill. I will take a minute to thank the following folks: Hunter Presti, Laney Copeland, Julie Devine, Chris Senn, Andrew Giacini, Will Moore, Jack Ruddy, Corey Cooke, Abby Wenk, Leslie Parker, Brian Bell, Alex Menardy, Liz Forro, Adam Weiss, Kathy Dedrick, and Stanton Johnson, as well as our own deputy chief of staff,

Maggie Ayrea, for all the work that they did to put this legislation together.

□ 0945

I remind this body, Mr. Chairman, that this bill passed out of the House Transportation and Infrastructure Committee on a unanimous vote. I will be the first to admit that, certainly, there are some imperfections—and my friend from Pennsylvania believes he has identified one—but this legislation is really just a tremendous step forward for the aviation industry in the United States.

I, again, thank Mr. LARSEN. SAM GRAVES did an amazing job, as well as Congressman COHEN for their partnership on this bill.

Mr. LARSEN of Washington. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. PERRY).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. GRAVES of Missouri. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Pennsylvania will be postponed.

AMENDMENT NO. 77 OFFERED BY MR. PERRY

The Acting CHAIR. It is now in order to consider amendment No. 77 printed in part A of House Report 118-147.

Mr. PERRY. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Strike section 802 and insert the following:

**SEC. 802. REINSTATEMENT OF PRE-PANDEMIC TELEWORK POLICIES, PRACTICES, AND LEVELS FOR EXECUTIVE AGENCIES.**

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall reinstate and apply the telework policies, practices, and levels of the agency as in effect on December 31, 2019, and may not expand any such policy, practices, or levels until the date on which the Administration plan is submitted to Congress with a certification by the Director of the Office of Personnel Management under subsection (b).

(b) STUDY, PLAN, AND CERTIFICATION REGARDING EXECUTIVE AGENCY TELEWORK POLICIES, PRACTICES, AND LEVELS FOR EXECUTIVE AGENCIES.—Not later than 6 months after the date of enactment of this Act, the Administrator, in consultation with the Director, shall submit to Congress—

(1) a study on the impacts on the agency and its mission of expanding telework by its employees during the SARS-CoV-2 pandemic that commenced in 2019, including an analysis of—

(A) any adverse impacts of that expansion on the agency's performance of its mission, including the performance of customer service by the agency;

(B) any costs to the agency during that expansion attributable to—

(i) owning, leasing, or maintaining underutilized real property; or

(ii) paying higher rates of locality pay to teleworking employees as a result of incorrectly classifying such employees as teleworkers rather than remote workers;

(C) any degree to which the agency failed during that expansion to provide teleworking employees with secure network capacity, communications tools, necessary and secure access to appropriate agency data assets and Federal records, and equipment sufficient to enable each such employee to be fully productive;

(D) any degree to which that expansion facilitated dispersal of the agency workforce around the Nation; and

(E) any other impacts of that expansion that the agency or the Director considers appropriate;

(2) the Administration plan to expand telework policies, practices, or levels beyond those in place as a result of subsection (a); and

(3) a certification by the Director that such plan will—

(A) have a substantial positive effect on—

(i) the performance of the agency's mission, including the performance of customer service;

(ii) increasing the level of dispersal of agency personnel throughout the Nation; and

(iii) the reversal of any adverse impact set forth pursuant to paragraph (1)(D);

(B) substantially lower the agency's costs of owning, leasing, or maintaining real property;

(C) substantially lower the agency's costs attributable to paying locality pay to agency personnel working from locations outside the pay locality of their position's official worksite; and

(D) ensure that teleworking employees will be provided with secure network capacity, communications tools, necessary and secure access to appropriate agency data assets and Federal records, and equipment sufficient to enable each such employee to be fully productive, without substantially increasing the agency's overall costs for secure network capacity, communications tools, and equipment.

(4) LIMITATION.—

(A) IN GENERAL.—The Administrator may not implement the plan submitted under paragraph (2) unless a certification by the Director was issued under paragraph (3).

(B) SUBSEQUENT PLANS.—In the event an initial agency plan submitted under paragraph (2) fails to receive such certification, the agency may submit to the Director subsequent plans until such certification is received, and submit such plan and certification to Congress.

(c) DEFINITIONS.—In this section—

(1) the term “agency” has the meaning given the term “Executive agency” in section 105 of title 5, United States Code;

(2) the term “Director” means the Director of the Office of Personnel Management;

(3) the term “locality pay” means locality pay provided for under section 5304 or 5304a of such title; and

(4) the terms “telework” and “teleworking” have the meaning given those terms in section 6501 of such title, and include remote work.

The Acting CHAIR. Pursuant to House Resolution 597, the gentleman from Pennsylvania (Mr. PERRY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Pennsylvania.

Mr. PERRY. Mr. Chairman, I don't think many of our constituents have a

high opinion of Washington, D.C., bureaucrats. Congressional staff spend hours helping constituents just get a human being on the telephone to get answers from agencies like Social Security or the IRS.

A recently released GAO report showed that 17 of the 24 Federal agencies in GAO's review used an estimated average of 25 percent or less of their headquarters buildings' capacity in a 3-week sample period, which means 75 percent of the building is empty.

These are headquarters, to be clear, not field offices in the middle of nowhere. This is where the people are, generally speaking, in Washington, D.C., actually.

The Republican Conference has undergone a concerted effort to ensure that these bureaucrats actually do their work in the office.

In the first few weeks of this Congress, we passed the SHOW UP Act—which passed the House on a bipartisan basis with all but one member of the Republican Conference and three Democrats—that would simply require agencies to reinstate the telework policies in effect on December 31, 2019, and require approval of OMB for further expansion of telework policies.

This bill, as written, allows the FAA to implement out-of-control telework policies for FAA employees during a time when workforce issues—both at the FAA and in the aviation industry broadly—are hindering the efficient movement of the flying public.

In my view, this is unwise and is the exact opposite direction that we should be going.

This amendment applies the policies of the SHOW UP Act to only the FAA. This is a commonsense policy upon which the House has already voted and voted in an overwhelmingly bipartisan basis.

Mr. Chairman, I urge support, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Chairman, I rise in opposition to the amendment offered by Representative PERRY.

The Acting CHAIR. The gentleman is recognized for 5 minutes.

Mr. LARSEN of Washington. As Representative PERRY knows, he is showing great leadership on the T&I subcommittee that oversees public building use, economic development, and emergency management. In fact, we had a hearing last week with a couple of witnesses to discuss the very issue of office use space with the General Services Administration.

There is quite a bit of agreement on the committee right now about the fact that we have a problem of empty office space and there is not a good alignment between the use of the space and telework policies. We are trying to get the GSA, the General Services Administration, to take a look at that hard and come up with a better balance.

Representative PERRY is leading that effort, and I congratulate him for that.

It is because of his leadership on that that we have some bipartisan agreement approaching that issue.

That said, the FAA telework policies that are under fire from this amendment existed prior to COVID-19, and they exist today. The FAA itself—as many agencies are—is trying to find that new balance post-COVID. I continue to support the agency's ability to establish and revise, as needed, their commonsense telework policies.

We have achieved a bipartisan, commonsense approach to dealing with and overseeing FAA telework coming out of this pandemic, and I urge Members to reject this amendment, which will take us backward.

Section 802 of the underlying bill addresses the core concern that Representative PERRY has presented in this amendment, that the FAA should review the agency's telework policies. The underlying bill ensures FAA considers in its review aviation safety, employee training, the global leadership of U.S. aviation and performing oversight responsibilities.

Creating additional burdensome requirements on the FAA, as contemplated in the amendment, to get OMB approval for any telework policy changes will hinder FAA's ability to adapt to changing conditions.

This bill has already given the FAA a lot of things to do, and it doesn't seem to make sense to give them more to do when they are already, essentially, trying to get done what the spirit of the underlying bill is asking it to do.

This amendment would also undercut the FAA's existing collective bargaining agreements and force it to take up valuable time renegotiating these agreements when it should be focusing on its critical safety work.

Additionally, this amendment upgrades the FAA's ability to create a competitive workplace so we can attract people into the FAA and attract new talent.

For these reasons, Mr. Chair, I am opposing the amendment, and I encourage my colleagues to do the same. I retain my commitment to working with Representative PERRY in his role as the chair of the subcommittee to continue looking at how we can get the GSA to best balance the use of federally owned office space and leased space with the Federal employee workforce.

Mr. Chair, I reserve the balance of my time.

Mr. PERRY. Mr. Chairman, I thank my friend for his comments regarding our work in the subcommittee.

Mr. Chairman, I yield 2 minutes to my good friend from Virginia (Mr. GOOD).

Mr. GOOD of Virginia. Mr. Chairman, I am proud to rise in support of the amendment offered by my friend from Pennsylvania (Mr. PERRY) that is appropriately titled the SHOW UP amendment.

Isn't that the minimum standard—to show up—to come to work, especially when you are on the Federal dole paid by the taxpayer?

This amendment would ensure that the staff of the FAA do what most Americans probably assume that they are already doing and actually go back to work.

It requires the FAA to comply with the SHOW UP Act.

The problem, as Mr. PERRY has already mentioned, with these Federal agencies—have you ever tried to get a passport recently or a visa recently and need help with a Federal agency?

The employees are not at work.

The SHOW UP Act was already passed with bipartisan support earlier this Congress, and this commonsense amendment requires agencies to return to the policies that were in place as of December of 2019, just 3½ years ago.

It also stipulates that agencies may not arbitrarily expand telework policies unless the Office of Personnel Management deems that it would have a significant, positive impact on the agency's mission. It is hard to imagine how that would truly be the case.

Removing the FAA's ability to perpetuate its current relaxed telework policy simply puts the FAA on the same footing as its counterparts in the private sector and requires these Federal employees to do what the civilians they are purportedly there to serve are required to do: show up to work every day.

The China virus has long dissipated, and it is time for the FAA employees to resume their normal day-to-day duties in the office, and it is ridiculous that we have to try to force this to happen.

Mr. Chairman, I will give you some stats.

An October 2022 survey by the OPM of 558,000 Federal employees revealed that 20 percent never report to a physical office, while 46 percent come to the office some of the time.

Unfortunately, unions like the American Federation of Government Employees—a government union should be illegal, by the way—are fighting to keep America's Federal employees at home permanently.

The Acting CHAIR. The time of the gentleman has expired.

Mr. PERRY. Mr. Chair, I yield such time as he may consume to the gentleman.

Mr. GOOD of Virginia. Mr. Chairman, another survey from the OPM found that 80 percent of managers in Federal agencies report they are managing a poorly performing staff and it is nearly impossible to take actions like demoting or firing them, thanks to the government unions.

The problem is even worse when you consider a May Federal News Network Survey showed that only 8 percent of Federal employees are coming in to work—8 percent every day.

Mr. Chairman, when there is an unfortunate incident that happens at the FAA, we need these FAA employees on-site and ready to respond to do everything they can to remediate the situation.



My constituents go to work every day, and, Mr. Chairman, your constituents go to work every day. They don't want to pay the salaries of Federal employees who don't have to show up to work.

Again, it is hard to believe we have to have an amendment to require this, but this amendment should pass, and I hope all my colleagues will support it.

Mr. PERRY. Mr. Chairman, I yield back the balance of my time.

Mr. LARSEN of Washington. Mr. Chair, may I inquire as to the time remaining.

The Acting CHAIR. The gentleman has 1¾ minutes remaining.

Mr. LARSEN of Washington. Mr. Chair, first off, I want to be clear. I think government unions should be legal. They are legal in the United States, and I am very pleased they are legal so those unions can represent the women and men who go to work every day on behalf of the taxpaying public to do their job in service.

In that vein, too, there is no indication that FAA employees are en bloc not showing up to go to work. They may not be going to the workplace because we have telework policies in place. That does not equate—it does not equate to people not doing the work that we ask of them. In fact, this bill, the FAA reauthorization bill, the Securing Growth and Robust Leadership in the American Aviation Act, asks the FAA to do even more to improve the already gold standard that we have in U.S. aviation in the United States.

We are giving the FAA employees plenty to do, and our committee will commit to ensuring that the FAA does just that through our oversight responsibilities.

Mr. Chair, with my remaining time I do want to thank the chair of the full committee, SAM GRAVES, for his leadership to get us to this point. We are on the verge of passing a comprehensive, bipartisan, negotiated-in-good-faith, important, policy-based bill, I presume in a bipartisan manner, which may not make the news because it wasn't exciting enough for the news. We pride ourselves on being a boring committee and a workhorse committee, just trying to get our work done, and SAM GRAVES, in my view, deserves all the credit for that work and the great work of his team to make that happen.

I thank the team standing behind me on the committee staff, as well for their work to help make this happen. They are a critical part of ensuring that we got to this point today.

Should we pass this bill, we have some work to do with the other body and White House, but I expect that we will do that.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. PERRY).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. LARSEN of Washington. Mr. Chair, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Pennsylvania will be postponed.

The Chair understands that amendment No. 98 will not be offered.

#### ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in part A of House Report 118-147 on which further proceedings were postponed, in the following order:

Amendments en bloc No. 4 by Mr. GRAVES of Missouri.

Amendment No. 76 by Mr. PERRY of Pennsylvania.

Amendment No. 77 by Mr. PERRY of Pennsylvania.

The Chair will reduce to 2 minutes the minimum time for any electronic vote after the first vote in this series.

#### AMENDMENTS EN BLOC NO. 4 OFFERED BY MR. GRAVES OF MISSOURI

The Acting CHAIR. The unfinished business is the demand for a recorded vote on amendments en bloc printed in part A of House Report 118-147 offered by the gentleman from Missouri (Mr. GRAVES) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendments en bloc.

The Clerk redesignated the amendments en bloc.

#### RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 348, noes 57, not voting 34, as follows:

[Roll No. 361]

AYES—348

Adams	Calvert	D'Esposito	Foster	Leger Fernandez	Ryan
Aderholt	Caraveo	Davidson	Foushee	Letlow	Sablan
Aguilar	Carbajal	Davis (NC)	Fox	Levin	Salazar
Alford	Cárdenas	De La Cruz	Frankel, Lois	Lieu	Salinas
Allen	Carey	DeGette	Franklin, C.	Lofgren	Santos
Allred	Carl	DeLauro	Scott	Loudermilk	Sarbanes
Amodei	Carson	DelBene	Fry	Lucas	Scalise
Arrington	Carter (GA)	Deluzio	Fulcher	Luetkemeyer	Schiff
Auchincloss	Carter (LA)	DeSaulnier	Gallagher	Luttrell	Schneider
Babin	Cartwright	DesJarlais	Garamendi	Lynch	Scholten
Bacon	Case	Diaz-Balart	Garbarino	Magaziner	Schrier
Baird	Casten	Dingell	Garcia, Mike	Malliotakis	Schweikert
Balderson	Castor (FL)	Doggett	Gimenez	Mann	Scott (VA)
Balint	Castro (TX)	Donalds	Golden (ME)	Manning	Scott, Austin
Banks	Chavez-DeRemer	Duarte	Gonzales, Tony	Mast	Scott, David
Barr	Cherfilus-	Duncan	Gonzalez,	Matsui	Self
Bean (FL)	McCormick	Dunn (FL)	Vicente	McBath	Sessions
Beatty	Chu	Edwards	Gooden (TX)	McCaul	Sewell
Bentz	Ciscomani	Ellzey	Graves (LA)	McClain	Sherman
Bera	Clark (MA)	Emmer	Graves (MO)	McClellan	Sherrill
Bergman	Cleaver	Escobar	Green (TN)	McClintock	Simpson
Bice	Cline	Eshoo	Green, Al (TX)	McCollum	Slotkin
Bilirakis	Clyburn	Estes	Greene (GA)	McCormick	Smith (MO)
Bishop (GA)	Cohen	Evans	Guest	McGarvey	Smith (NE)
Bishop (NC)	Cole	Ezell	Guthrie	Meeks	Smith (NJ)
Blumenauer	Collins	Fallon	Hageman	Meng	Smucker
Boebert	Comer	Feenstra	Harder (CA)	Meuser	Sorensen
Bonamici	Connolly	Ferguson	Harris	Mfume	Soto
Bost	Correa	Finstad	Harshbarger	Miller (IL)	Spanberger
Brown	Costa	Fischbach	Hayes	Miller (OH)	Spartz
Brownley	Craig	Fitzgerald	Hern	Miller (WV)	Stansbury
Buchanan	Crawford	Fitzpatrick	Higgins (LA)	Miller-Meeks	Stanton
Bucshon	Crenshaw	Fleischmann	Hill	Mills	Stauber
Budzinski	Crockett	Fletcher	Himes	Molinaro	Steel
Burgess	Crow	Flood	Hinson	Moolenaar	Stefanik
Burlison	Curtis		Horsford	Mooney	Steil
			Houchin	Moore (AL)	Stevens
			Hoyer	Moore (UT)	Stewart
			Hoyle (OR)	Moore (WI)	Strickland
			Hudson	Moran	Strong
			Huizenga	Morelle	Swalwell
			Ivey	Moskowitz	Sykes
			Jackson (IL)	Moulton	Takano
			Jackson (NC)	Mrvan	Tenney
			Jackson Lee	Mullin	Thanedar
			Jacobs	Murphy	Thompson (CA)
			James	Napolitano	Thompson (MS)
			Jeffries	Neal	Thompson (PA)
			Johnson (OH)	Neguse	Timmons
			Johnson (SD)	Nehls	Titus
			Joyce (OH)	Newhouse	Tokuda
			Joyce (PA)	Nickel	Torres (CA)
			Kamlager-Dove	Norton	Torres (NY)
			Kaptur	Nunn (IA)	Trone
			Kean (NJ)	Palmer	Turner
			Keating	Panetta	Underwood
			Kelly (IL)	Pappas	Valadao
			Kelly (MS)	Pelosi	Van Drew
			Kelly (PA)	Peltola	Van Dwyne
			Khanna	Pence	Van Orden
			Kiggans (VA)	Perez	Vargas
			Kildee	Perry	Vasquez
			Kiley	Peters	Veasey
			Kilmer	Pettersen	Velázquez
			Kim (CA)	Pfluger	Wagner
			Krishnamoorthi	Phillips	Walberg
			Kuster	Pingree	Waltz
			Kustoff	Pocan	Weber (TX)
			LaHood	Porter	Webster (FL)
			LaLota	Posey	Wenstrup
			LaMalfa	Quigley	Westerman
			Lamborn	Reschenthaler	Wild
			Landsman	Rodgers (WA)	Williams (GA)
			Langworthy	Rogers (AL)	Williams (NY)
			Larsen (WA)	Rogers (KY)	Williams (TX)
			Larson (CT)	Rose	Wilson (FL)
			Latta	Ross	Wilson (SC)
			LaTurner	Rouzer	Wittman
			Lawler	Ruiz	Womack
			Lee (FL)	Ruppersberger	Yakym
			Lee (NV)	Rutherford	Zinke

#### NOES—57

Barragán	Gaetz	Luna
Beyer	Garcia (IL)	McGovern
Biggs	Garcia, Robert	Menendez
Blunt Rochester	Gomez	Nadler
Bowman	Good (VA)	Norman
Brecheen	Gosar	Oberholte
Buck	Gottheimer	Ocasio-Cortez
Burchett	Griffith	Ogles
Bush	Grijalva	Omar
Casar	Grothman	Pallone
Clarke (NY)	Higgins (NY)	Pascarell
Clyde	Jackson (TX)	Pressley
Crane	Jayapal	Ramirez
Davis (IL)	Kim (NJ)	Raskin
Espallat	Lee (CA)	Rosendale
Frost	Lee (PA)	Sánchez

Schakowsky	Tiffany	Trahan
Smith (WA)	Tlaib	Waters
Steube	Tonko	Watson Coleman

## NOT VOTING—34

Armstrong	Granger	Moylan
Boyle (PA)	Houlahan	Norcross
Cammack	Huffman	Owens
Carter (TX)	Hunt	Payne
Cloud	Issa	Plaskett
Courtney	Johnson (GA)	Radewagen
Cuellar	Johnson (LA)	Roy
Dean (PA)	Jordan	Scanlon
Gallego	Lesko	Wasserman
Garcia (TX)	Mace	Schultz
Goldman (NY)	Massie	Wexton
González-Colón	McHenry	

□ 1020

Messrs. GOSAR, ESPAILLAT, GOTTHEIMER, Mrs. RAMIREZ, Mr. RASKIN, Mses. BLUNT ROCHESTER, CLARKE of New York, Messrs. GROTHMAN, and TONKO changed their vote from “aye” to “no.”

Messrs. HORSFORD, LAWLER, Ms. WILSON of Florida, and Mr. MEUSER changed their vote from “no” to “aye.”

So the en bloc amendments were agreed to.

The result of the vote was announced as above recorded.

## AMENDMENT NO. 76 OFFERED BY MR. PERRY

The Acting CHAIR (Mr. FRY). The unfinished business is the demand for a recorded vote on amendment No. 76, printed in part A of House Report 118–147 offered by the gentleman from Pennsylvania (Mr. PERRY), on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

## RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 64, noes 329, not voting 46, as follows:

[Roll No. 362]

## AYES—64

Aderholt	Fulcher	Moore (AL)
Allen	Gaetz	Ogles
Babin	Good (VA)	Owens
Banks	Gosar	Palmer
Biggs	Green (TN)	Perry
Bishop (NC)	Greene (GA)	Posey
Brecheen	Griffith	Reschenthaler
Buck	Hageman	Rosendale
Burchett	Harris	Santos
Burgess	Harshbarger	Self
Burlison	Hern	Sessions
Carl	Higgins (LA)	Spartz
Cline	Houchin	Steube
Cloud	Hudson	Strong
Clyde	Jackson (TX)	Tiffany
Comer	LaMalfa	Van Drew
Crane	Lesko	Waltz
Davidson	Luna	Weber (TX)
Duncan	Luttrell	Webster (FL)
Franklin, C.	McClintock	Williams (TX)
Scott	McCormick	Zinke
Fry	Mooney	

## NOES—329

Adams	Arrington	Balint
Aguilar	Auchincloss	Barr
Alford	Bacon	Barragán
Allred	Baird	Bean (FL)
Amodei	Balderson	Beatty

Bentz	Gomez	Moskowitz
Bera	Gonzales, Tony	Moulton
Bergman	Gonzalez,	Mrvan
Beyer	Vicente	Mullin
Bice	Gooden (TX)	Murphy
Bilirakis	Gottheimer	Nadler
Bishop (GA)	Graves (LA)	Napolitano
Blumenauer	Graves (MO)	Neal
Blunt Rochester	Green, Al (TX)	Neguse
Bonamici	Grothman	Nehls
Bost	Guest	Newhouse
Bowman	Guthrie	Nickel
Brown	Harder (CA)	Norton
Brownley	Hayes	Nunn (IA)
Buchanan	Higgins (NY)	Oberholte
Bucshon	Hill	Ocasio-Cortez
Budzinski	Himes	Omar
Bush	Hinson	Pallone
Calvert	Horsford	Panetta
Caraveo	Parapas	Pappas
Carbajal	Hoyle (OR)	Pascarell
Cárdenas	Huffman	Pelosi
Carey	Huizenga	Peltola
Carson	Hunt	Pence
Carter (GA)	Ivey	Perez
Carter (LA)	Jackson (IL)	Peters
Cartwright	Jackson (NC)	Petterson
Case	Jackson Lee	Pfleger
Casten	Jacobs	Phillips
Castor (FL)	James	Pingree
Castro (TX)	Jayapal	Pocan
Chavez-DeRemer	Jeffries	Porter
Cherfilus-	Johnson (OH)	Pressley
McCormick	Johnson (SD)	Quigley
Chu	Joyce (OH)	Ramirez
Ciscomani	Joyce (PA)	Raskin
Clark (MA)	Kamlager-Dove	Rogers (AL)
Clarke (NY)	Kaptur	Rose
Cleaver	Kean (NJ)	Ross
Clyburn	Keating	Rouzer
Cohen	Kelly (IL)	Ruppersberger
Cole	Kelly (MS)	Rutherford
Collins	Kelly (PA)	Ryan
Connolly	Khanna	Sablan
Correa	Kiggans (VA)	Salazar
Costa	Kildee	Salinas
Craig	Kiley	Sánchez
Crawford	Kilmer	Sarbanes
Crenshaw	Kim (NJ)	Scalise
Crockett	Krishnamoorthi	Schakowsky
Crow	Kuster	Schiff
Curtis	Kustoff	Schneider
D'Esposito	LaHood	Scholten
Davids (KS)	LaLota	Schrier
Davis (IL)	Lamborn	Schweikert
Davis (NC)	Landsman	Scott (VA)
De La Cruz	Langworthy	Scott, Austin
DeGette	Larsen (WA)	Scott, David
DeLauro	Larson (CT)	Sewell
DelBene	Latta	Sherman
Deluzio	LaTurner	Sherrill
DeSaulnier	Lawler	Simpson
DesJarlais	Lee (CA)	Slotkin
Diaz-Balart	Lee (FL)	Smith (MO)
Dingell	Lee (NV)	Smith (NE)
Doggett	Lee (PA)	Smith (NJ)
Duarte	Leger Fernandez	Smith (WA)
Dunn (FL)	Letlow	Smucker
Edwards	Levin	Sorensen
Ellzey	Lieu	Soto
Emmer	Lofgren	Spanberger
Escobar	Lucas	Stansbury
Eshoo	Luetkemeyer	Stanton
Espailat	Lynch	Stauber
Estes	Magaziner	Steel
Evans	Mann	Stefanik
Ezell	Manning	Steil
Fallon	Mast	Stevens
Feenstra	Matsui	Stewart
Ferguson	McBath	Strickland
Finstad	McClain	Swalwell
Fischbach	McClellan	Sykes
Fitzpatrick	McCollum	Takano
Fleischmann	McGarvey	Tenney
Fletcher	McGovern	Thanedar
Flood	McHenry	Thompson (CA)
Foster	Meeks	Thompson (MS)
Foushee	Menendez	Timmons
Fox	Meng	Titus
Frankel, Lois	Meuser	Tlaib
Frost	Mfume	Tokuda
Gallagher	Miller (OH)	Tonko
Garamendi	Miller (WV)	Torres (NY)
Garbarino	Mills	Trahan
Garcia (IL)	Molinao	Trone
Garcia, Mike	Mooleenaar	Turner
Garcia, Robert	Moore (UT)	Underwood
Gimenez	Moore (WI)	Valadao
Golden (ME)	Morelle	Van Duyne

Van Orden	Waters	Wilson (FL)
Vargas	Watson Coleman	Wilson (SC)
Vasquez	Wenstrup	Wittman
Veasey	Westerman	Womack
Velázquez	Wild	Yakym
Wagner	Williams (GA)	
Walberg	Williams (NY)	

## NOT VOTING—46

Armstrong	Grijalva	Norcross
Boebert	Houlahan	Norman
Boyle (PA)	Issa	Payne
Cammack	Johnson (GA)	Plaskett
Carter (TX)	Johnson (LA)	Radewagen
Casar	Jordan	Rodgers (WA)
Courtney	Kim (CA)	Rogers (KY)
Cuellar	Loudermilk	Roy
Dean (PA)	Mace	Ruiz
Donalds	Malliotakis	Scanlon
Fitzgerald	Massie	Thompson (PA)
Gallego	McCaul	Torres (CA)
Garcia (TX)	Miller (IL)	Wasserman
Goldman (NY)	Miller-Meeks	Schultz
González-Colón	Moran	Wexton
Granger	Moylan	

## ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR (during the vote). There is 1 minute remaining.

□ 1023

So the amendment was rejected.

The result of the vote was announced as above recorded.

## PERSONAL EXPLANATION

Mr. ROY. Mr. Chair, had I been present, I would have voted “no” on rollcall No. 361 and “aye” on rollcall No. 362.

## AMENDMENT NO. 77 OFFERED BY MR. PERRY

The Acting CHAIR. The unfinished business is the demand for a recorded vote on amendment No. 77, printed in part A of House Report 118–147 offered by the gentleman from Pennsylvania (Mr. PERRY), on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

## RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 195, noes 226, not voting 18, as follows:

[Roll No. 363]

## AYES—195

Aderholt	Burgess	Emmer
Alford	Burlison	Estes
Allen	Calvert	Ezell
Amodei	Cammack	Fallon
Armstrong	Carl	Feenstra
Arrington	Carter (GA)	Ferguson
Babin	Carter (TX)	Finstad
Bacon	Ciscomani	Fischbach
Baird	Cline	Fitzgerald
Balderson	Cloud	Fleischmann
Banks	Clyde	Flood
Barr	Collins	Fox
Bean (FL)	Comer	Franklin, C.
Bentz	Crane	Scott
Bergman	Crawford	Fry
Bice	Crenshaw	Fulcher
Biggs	Curtis	Gaetz
Bilirakis	Davidson	Gallagher
Bishop (NC)	De La Cruz	Garcia, Mike
Boebert	DesJarlais	Gimenez
Bost	Donalds	Good (VA)
Brecheen	Duarte	Gooden (TX)
Buchanan	Duncan	Gosar
Buck	Dunn (FL)	Green (TN)
Bucshon	Edwards	Greene (GA)
Burchett	Ellzey	Griffith

Grothman Mann  
Guest Massie  
Guthrie Mast  
Hageman McCaul  
Harris McClain  
Harshbarger McClintock  
Hern McCormick  
Higgins (LA) Meuser  
Hill Miller (IL)  
Hinson Miller (OH)  
Houchin Miller (WV)  
Hudson Miller-Meeks  
Huizenga Mills  
Hunt Moolenaar  
Jackson (TX) Mooney  
James Moore (AL)  
Johnson (LA) Moore (UT)  
Johnson (OH) Moran  
Johnson (SD) Murphy  
Jordan Nehls  
Kelly (MS) Newhouse  
Kelly (PA) Norman  
Kiley Nunn (IA)  
Kim (CA) Obernolte  
Kustoff Ogles  
LaHood Owens  
LaLota Palmer  
LaMalfa Pence  
Lamborn Perry  
Langworthy Pfluger  
Latta Posey  
LaTurner Reschenthaler  
Lee (FL) Rogers (AL)  
Lesko Rose  
Letlow Rosendale  
Loudermilk Rouzer  
Luetkemeyer Roy  
Luna Rutherford  
Luttrell Salazar  
Malliotakis Santos

## NOES—226

Adams Escobar  
Aguilar Eshoo  
Allred Espallat  
Auchincloss Evans  
Balint Fitzpatrick  
Barragán Fletcher  
Beatty Foster  
Bera Foushee  
Beyer Frankel, Lois  
Bishop (GA) Frost  
Blumenauer Garamendi  
Blunt Rochester Garbarino  
Bonamici Garcia (IL)  
Bowman Garcia (TX)  
Brown Garcia, Robert  
Brownley Golden (ME)  
Budzinski Goldman (NY)  
Bush Gomez  
Caraveo Gonzales, Tony  
Carbajal Gonzalez,  
Cárdenas Vicente  
Carey Gottheimer  
Carson Graves (LA)  
Carter (LA) Graves (MO)  
Cartwright Green, Al (TX)  
Casar Grijalva  
Case Harder (CA)  
Casten Hayes  
Castor (FL) Higgins (NY)  
Castro (TX) Himes  
Chavez-DeRemer Horsford  
Cherfilus- Hoyer  
McCormick Hoyle (OR)  
Chu Huffman  
Clark (MA) Ivey  
Clarke (NY) Jackson (IL)  
Cleaver Jackson (NC)  
Clyburn Jackson Lee  
Cohen Jacobs  
Cole Jayapal  
Connolly Jeffries  
Correa Johnson (GA)  
Costa Joyce (OH)  
Craig Joyce (PA)  
Crockett Kamlager-Dove  
Crow Kaptur  
D'Esposito Kean (NJ)  
Davids (KS) Keating  
Davis (IL) Kelly (IL)  
Davis (NC) Khanna  
DeGette Kiggans (VA)  
DeLauro Kildee  
DelBene Kilmer  
Deluzio Kim (NJ)  
DeSaulnier Krishnamoorthi  
Dingell Kuster  
Doggett Landsman

Scalise  
Schweikert  
Scott, Austin  
Self  
Sessions  
Smith (MO)  
Smith (NE)  
Smith (NJ)  
Spartz  
Stauber  
Steel  
Stefanik  
Steil  
Steube  
Mooney  
Stewart  
Strong  
Tenney  
Tiffany  
Timmons  
Turner  
Valadao  
Van Drew  
Van Dyne  
Van Orden  
Wagner  
Walberg  
Waltz  
Weber (TX)  
Webster (FL)  
Wenstrup  
Westerman  
Williams (NY)  
Williams (TX)  
Wilson (SC)  
Wittman  
Womack  
Yakym  
Zinke

Raskin  
Rogers (KY)  
Ross  
Ruiz  
Ruppersberger  
Ryan  
Sablan  
Salinas  
Sánchez  
Sarbanes  
Schakowsky  
Schiff  
Schneider  
Scholten  
Scrier  
Scott (VA)  
Scott, David  
Sewell  
Sherman  
Sherrill

Boyle (PA)  
Courtney  
Cuellar  
Dean (PA)  
Diaz-Balart  
Gallego

Simpson  
Slotkin  
Smith (WA)  
Smucker  
Sorensen  
Soto  
Spanberger  
Stansbury  
Stanton  
Stevens  
Strickland  
Swalwell  
Sykes  
Takano  
Thanedar  
Thompson (CA)  
Thompson (MS)  
Thompson (PA)  
Titus  
Tlaib

## NOT VOTING—18

González-Colón  
Granger  
Houlahan  
Issa  
Mace  
Moylan

Tokuda  
Tonko  
Torres (CA)  
Torres (NY)  
Trahan  
Trone  
Underwood  
Vargas  
Vasquez  
Veasey  
Velázquez  
Wasserman  
Schultz  
Waters  
Watson Coleman  
Wild  
Williams (GA)  
Wilson (FL)

Norcross  
Payne  
Radewagen  
Rodgers (WA)  
Scanlon  
Wexton

ANNOUNCEMENT BY THE ACTING CHAIR  
The Acting CHAIR (during the vote).  
There is 1 minute remaining.

□ 1030

Ms. PLASKETT and Mr. LAWLER  
changed their vote from “aye” to “no.”  
So the amendment was rejected.

The result of the vote was announced  
as above recorded.

## PERSONAL EXPLANATION

Mrs. RODGERS of Washington. Mr. Chair, I  
was not present in the Chamber during part of  
the vote series today. Had I been present, I  
would have voted “no” on rollcall No. 362 and  
“aye” on rollcall No. 363.

The Acting CHAIR. There being no  
further amendments, under the rule,  
the committee rises.

Accordingly, the Committee rose;  
and the Speaker pro tempore (Mr.  
DESJARLAIS) having assumed the chair,  
Mr. FRY, Acting Chair of the Com-  
mittee of the Whole House on the state  
of the Union, reported that that Com-  
mittee, having had under consideration  
the bill (H.R. 3935) to amend title 49,  
United States Code, to reauthorize and  
improve the Federal Aviation Adminis-  
tration and other civil aviation pro-  
grams, and for other purposes, and,  
pursuant to House Resolution 597, I re-  
port the bill back to the House with  
sundry amendments adopted in the  
Committee of the Whole.

The SPEAKER pro tempore. Under  
the rule, the previous question is or-  
dered.

Is a separate vote demanded on any  
amendment reported from the Com-  
mittee of the Whole? If not, the Chair  
will put them en gros.

The amendments were agreed to.

The SPEAKER pro tempore. The  
question is on the engrossment and  
third reading of the bill.

The bill was ordered to be engrossed  
and read a third time, and was read the  
third time.

The SPEAKER pro tempore. The  
question is on passage of the bill.

The question was taken; and the  
Speaker pro tempore announced that  
the ayes appeared to have it.

Mr. GRAVES of Missouri. Mr. Speak-  
er, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This is a  
5-minute vote.

The vote was taken by electronic de-  
vice, and there were—yeas 351, nays 69,  
not voting 13, as follows:

[Roll No. 364]

## YEAS—351

Adams  
Aderholt  
Aguilar  
Alford  
Allen  
Allred  
Amodei  
Armstrong  
Arrington  
Auchincloss  
Babin  
Bacon  
Baird  
Balderson  
Balint  
Banks  
Barr  
Barragán  
Bean (FL)  
Beatty  
Bentz  
Bera  
Beyer  
Bice  
Bilirakis  
Bishop (GA)  
Blumenauer  
Blunt Rochester  
Boebert  
Bonamici  
Bost  
Brown  
Brownley  
Buchanan  
Bucshon  
Budzinski  
Burgess  
Burlison  
Calvert  
Cammack  
Caraveo  
Carbajal  
Carey  
Carl  
Carson  
Carter (GA)  
Carter (LA)  
Carter (TX)  
Casar  
Case  
Casten  
Castor (FL)  
Castro (TX)  
Chavez-DeRemer  
Cherfilus-  
McCormick  
Ciscomani  
Clark (MA)  
Cleaver  
Clyburn  
Cohen  
Cole  
Collins  
Comer  
Connolly  
Costa  
Craig  
Crawford  
Crenshaw  
Crockett  
Crow  
Curtis  
D'Esposito  
Davids (KS)  
Davidson  
Davis (IL)  
Davis (NC)  
De La Cruz  
DeGette  
DeLauro  
DelBene  
Deluzio  
DeSaulnier  
DesJarlais  
Diaz-Balart  
Dingell  
Doggett  
Duarte

Duncan  
Dunn (FL)  
Edwards  
Ellzey  
Emmer  
Escobar  
Espallat  
Estes  
Evans  
Ezell  
Fallon  
Feenstra  
Ferguson  
Finstad  
Fischbach  
Fitzgerald  
Fitzpatrick  
Fleischmann  
Fletcher  
Flood  
Foster  
Foushee  
Foxy  
Frankel, Lois  
Franklin, C.  
Scott  
Fry  
Gallagher  
Garamendi  
Garbarino  
Garcia (IL)  
Garcia, Mike  
Garcia, Robert  
Gimenez  
Goldman (NY)  
Gonzales, Tony  
Gonzalez,  
Vicente  
Gooden (TX)  
Gosar  
Gottheimer  
Graves (LA)  
Graves (MO)  
Green (TN)  
Green, Al (TX)  
Griffith  
Grothman  
Guest  
Guthrie  
Hageman  
Harder (CA)  
Harris  
Harshbarger  
Hayes  
Hern  
Higgins (NY)  
Hill  
Himes  
Hinson  
Horsford  
Houchin  
Hoyer  
Hoyle (OR)  
Hudson  
Huffman  
Huizenga  
Hunt  
Ivey  
Jackson (IL)  
Jackson (NC)  
Jackson Lee  
Jacobs  
James  
Jayapal  
Jeffries  
Johnson (LA)  
Johnson (OH)  
Johnson (SD)  
Jordan  
Joyce (OH)  
Joyce (PA)  
Kaptur  
Kean (NJ)  
Keating  
Kelly (IL)  
Kelly (MS)  
Kelly (PA)  
Khanna

Kiggans (VA)  
Kiley  
Kilmer  
Kim (CA)  
Krishnamoorthi  
Kuster  
Kustoff  
LaHood  
LaLota  
LaMalfa  
Lamborn  
Landsman  
Langworthy  
Larsen (WA)  
Larsen (CT)  
Latta  
Lawler  
Lee (CA)  
Lee (NV)  
Lee (PA)  
Leger Fernandez  
Levin  
Lieu  
Lofgren  
Lucas  
Lynch  
Magaziner  
Manning  
Matsui  
McBath  
McCaul  
McClain  
McClellan  
McCollum  
McCormick  
McGarvey  
McHenry  
Meeks  
Menendez  
Meuser  
Mfume  
Miller (OH)  
Miller (WV)  
Miller-Meeks  
Mills  
Molinaro  
Moolenaar  
Mooney  
Moore (UT)  
Moran  
Morelle  
Moskowitz  
Moulton  
Mrvan  
Murphy  
Napolitano  
Neal  
Neguse  
Nehls  
Newhouse  
Nickel  
Nunn (IA)  
Obernolte  
Owens  
Palmer  
Pappas  
Pelosi  
Peltola  
Pence  
Perez  
Peters  
Pettersen  
Pfluger  
Phillips  
Pingree  
Pocan  
Posey  
Quigley  
Raskin  
Reschenthaler  
Rodgers (WA)

Rogers (AL)	Smith (NJ)	Trone
Rogers (KY)	Smith (WA)	Turner
Rose	Smucker	Underwood
Ross	Sorensen	Valadao
Rouzer	Soto	Van Drew
Ruiz	Spanberger	Van Dwyne
Ruppersberger	Stansbury	Van Orden
Rutherford	Stanton	Vargas
Ryan	Stauber	Vasquez
Salazar	Steel	Veasey
Salinas	Stefanik	Wagner
Sarbanes	Steil	Walberg
Scalise	Stevens	Waltz
Schakowsky	Stewart	Wasserman
Schiff	Strickland	Schultz
Schneider	Strong	Weber (TX)
Scholten	Swalwell	Webster (FL)
Schrier	Sykes	Wenstrup
Schweikert	Takano	Westerman
Scott (VA)	Tenney	Wild
Scott, Austin	Thanedar	Williams (GA)
Scott, David	Thompson (CA)	Williams (NY)
Self	Thompson (MS)	Williams (TX)
Sessions	Thompson (PA)	Wilson (FL)
Sewell	Timmons	Wilson (SC)
Sherman	Titus	Wittman
Sherrill	Tokuda	Womack
Simpson	Tonko	Yakym
Slotkin	Torres (CA)	Zinke
Smith (MO)	Torres (NY)	
Smith (NE)	Trahan	

## NAYS—69

Bergman	Golden (ME)	Nadler
Biggs	Gomez	Norman
Bishop (NC)	Good (VA)	Ocasio-Cortez
Bowman	Greene (GA)	Ogles
Brecheen	Grijalva	Omar
Buck	Higgins (LA)	Pallone
Burchett	Jackson (TX)	Panetta
Bush	Johnson (GA)	Pascarella
Cárdenas	Kamlager-Dove	Perry
Cartwright	Kildee	Porter
Chu	Kim (NJ)	Pressley
Clarke (NY)	Lee (PA)	Ramirez
Cline	Levin	Rosendale
Cloud	Lieu	Roy
Clyde	Luna	Sánchez
Correa	Massie	Santos
Crane	McClintock	Spartz
Donalds	McGovern	Steube
Eshoo	Meng	Tiffany
Frost	Miller (IL)	Tlaib
Fulcher	Moore (AL)	Velázquez
Gaetz	Moore (WI)	Waters
Garcia (TX)	Mullin	Watson Coleman

## NOT VOTING—13

Boyle (PA)	Granger	Payne
Courtney	Houlahan	Scanlon
Cuellar	Issa	Wexton
Dean (PA)	Mace	
Galleo	Norcross	

## ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. FRY) (during the vote). There is 1 minute remaining.

□ 1038

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. CUELLAR. Mr. Speaker, due to a family obligation, I was unable to vote today. Had I been present, I would have voted "yea" on rollcall No. 364.

## PERSONAL EXPLANATION

Ms. GRANGER. Mr. Speaker, I was unable to attend votes due to circumstances beyond my control. Had I been present, I would have voted "yea" on rollcall No. 361, "nay" on rollcall No. 362, "yea" on rollcall No. 363, and "yea" on rollcall No. 364.

## PERSONAL EXPLANATION

Mrs. PAYNE. Mr. Speaker, I was unable to cast my votes today due to an unforeseen circumstance. Had I been present, I would have voted "no" on rollcall No. 361, "no" on rollcall

No. 362, "no" on rollcall No. 363, and "aye" on rollcall No. 364.

## PERSONAL EXPLANATION

Ms. SCANLON. Mr. Speaker, I was unable to attend votes today due to an immovable scheduling conflict. Had I been present, I would have voted "yea" on rollcall No. 361, "nay" on rollcall No. 362, "nay" on rollcall No. 363, and "yea" on rollcall No. 364.

## PERSONAL EXPLANATION

Ms. WEXTON. Mr. Speaker, I regret that I was not able to be present to vote today. Had I been present, I would have voted "yea" on rollcall No. 361, "nay" on rollcall No. 362, "nay" on rollcall No. 363, and "yea" on rollcall No. 364.

### AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 3935, SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that the Clerk be authorized to make technical corrections in the engrossment of H.R. 3935, to include corrections in spelling, punctuation, section numbering and cross-referencing, and the insertion of appropriate headings.

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

There was no objection.

### ADJOURNMENT FROM THURSDAY, JULY 20, 2023, TO MONDAY, JULY 24, 2023

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 11 a.m. on Monday next.

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

There was no objection.

□ 1045

### CHAZITO'S RESTAURANT FEATURED ON GUY FIERI'S HIT SHOW

(Mr. CARTER of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CARTER of Georgia. Madam Speaker, I rise today to congratulate Chazito's Latin Cuisine, a restaurant in Pooler, Georgia, for being featured on Guy Fieri's hit show "Diners, Drive-Ins, and Dives."

The owner of the restaurant, Chaz Ortiz, came to Savannah over 10 years ago and has been bringing Puerto Rican culture and flavor to our district ever since.

Chaz's restaurant, which takes traditional family recipes and puts a twist on them, has been a crowd favorite at local venues like the Doggie Carnival Festival in Forsyth Park for years.

In 2016, the restaurant grew from a fleet of two food trucks to a fully func-

tioning brick-and-mortar store, demonstrating the success of small businesses in Savannah and the growth hard work and patience brings.

Chazito's honor marks the second time a restaurant from coastal Georgia has been featured on Guy Fieri's show. The first was on Tybee Island.

Madam Speaker, I am extremely proud of Chaz, his entire staff, and the business he and his family have grown.

### CONGRATULATING JAYLA ATKINSON

(Mrs. SYKES asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. SYKES. Madam Speaker, I rise today to recognize Jayla Atkinson, a junior from Stow-Munroe Falls City High School as the champion of the week for Ohio's 13th Congressional District.

Jayla recently won the Division I State title in the 800-meter race with a winning time of 2 minutes 10.74 seconds.

Jayla's win highlights the importance of perseverance and the will to win because last year, Jayla finished second in the 800-meter State meet, but she did not quit.

After a year of training, hard work, and dedication, Jayla came back stronger than ever, bringing the Division I State title back to Ohio's 13th District.

Jayla is truly an exceptional athlete, and her achievements made her family, teammates, coaches, and community proud.

Madam Speaker, once again, I congratulate Jayla Atkinson on her Division I State title and wish her the best of luck in her future competitions. I thank her for making the birthplace of champions proud.

### TODAY IS A GOOD DAY FOR PUBLIC SAFETY

(Mr. LANGWORTHY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LANGWORTHY. Madam Speaker, today is a great day for public safety. I thank my colleagues for passing my amendment in this year's FAA reauthorization package.

Fourteen years ago, we tragically lost 49 lives when Colgan Air Flight 3407 crashed near Buffalo in Clarence, New York, due to pilot inexperience.

This prompted Congress then to strengthen requirements for pilots to ensure that something like this never happens again—and it has worked.

Since then, there has not been a single commercial airline crash in the United States of America. One of those enhanced safety measures required 1,500 hours of in-air training for pilots.

The rigorous training and practice gained during those hours ensure that pilots are well-prepared to handle