

Whereas specialized instructional support personnel serve all students who struggle with barriers to learning: Now, therefore, be it

Resolved, That the Senate—

(1) supports the designation of April 29 through May 3, 2024, as “National Specialized Instructional Support Personnel Appreciation Week”;

(2) recognizes that specialized instructional support personnel implement evidence-based practices to improve student outcomes;

(3) commends—

(A) those individuals who work as specialized instructional support personnel; and

(B) the individuals and organizations that support the efforts made by specialized instructional support personnel to promote and improve the availability of specialized instructional support services;

(4) encourages Federal, State, and local policymakers to work together to raise awareness of the importance of specialized instructional support personnel in school climate and education efforts;

(5) recognizes the important role of specialized instructional support personnel in efforts to improve mental health, reduce drug use, and improve overall community safety for students; and

(6) encourages experts to share best practices so that others can replicate the success of those experts.

AMENDMENTS SUBMITTED AND PROPOSED

SA 2060. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. Kaine, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table.

SA 2061. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2062. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. Kaine, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2063. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2064. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2065. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. Kaine, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R.

3935, supra; which was ordered to lie on the table.

SA 2066. Mr. SCHUMER (for Mr. CORNYN) proposed an amendment to the bill S. 2825, to award a Congressional Gold Medal to the United States Army Dustoff crews of the Vietnam War, collectively, in recognition of their extraordinary heroism and life-saving actions in Vietnam.

TEXT OF AMENDMENTS

SA 2060. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. Kaine, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

At the end of the matter proposed to be inserted, insert the following:

(e) **FREE ACCESS TO AIRPORTS.**—

(1) **IN GENERAL.**—Chapter 401 of title 49, United States Code, as amended by sections 393 and 441, is amended by adding the following new section:

“SEC. 40133. FREE ACCESS TO AIRPORTS.

“(a) PROHIBITED ACTIVITIES.—Whoever—

“(1) by force or threat of force or by physical obstruction, intentionally injures, intimidates, or interferes with or attempts to injure, intimidate, or interfere with any person because that person is or has been, or in order to intimidate such person or any other person or any class of persons from, obtaining airport services or attempting ingress or egress from an airport property; or

“(2) intentionally damages or destroys airport property, or attempts to do so, shall be subject to the penalties provided in subsection (b) and the civil remedies provided in subsection (c), except that a parent or legal guardian of a minor shall not be subject to any penalties or civil remedies under this section for conduct that is solely activity of the minor.

“(b) PENALTIES.—Whoever violates this section shall—

“(1) in the case of a first offense, be fined in accordance with title 18, United States Code, or imprisoned not more than 1 year, or both; and

“(2) in the case of a second or subsequent offense after a prior conviction under this section, be fined in accordance with such title 18, or imprisoned not more than 3 years, or both,

except that for an offense involving exclusively a nonviolent physical obstruction, the fine shall be not more than \$10,000 and the length of imprisonment shall be not more than 6 months, or both, for the first offense; and the fine shall, notwithstanding section 3571 of such title 18, be not more than \$25,000 and the length of imprisonment shall be not more than 18 months, or both, for a subsequent offense; and except that if bodily injury results, the length of imprisonment shall be not more than 10 years, and if death results, it shall be for any term of years or for life.

“(c) CIVIL REMEDIES.—

“(1) PRIVATE RIGHT OF ACTION.—

“(A) IN GENERAL.—Any person aggrieved by reason of conduct prohibited by subsection (a) may commence a civil action for the re-

lief set forth in subparagraph (B), except that such action may be brought only by a person involved in providing or seeking to provide, or obtaining or seeking to obtain, airport services at an airport property or attempting ingress or egress from an airport property.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary, or permanent injunctive relief and compensatory and punitive damages, as well as the costs of suit and reasonable fees for attorneys and expert witnesses. With respect to compensatory damages, the plaintiff may elect, at any time prior to the rendering of final judgement, to recover, in lieu of actual damages, an award of statutory damages in the amount of \$5,000 per violation.

“(2) ACTION BY ATTORNEY GENERAL OF THE UNITED STATES.—

“(A) IN GENERAL.—If the Attorney General of the United States has reasonable cause to believe that any person or group of persons is being, has been, or may be injured by conduct constituting a violation of this section, the Attorney General may commence a civil action in any appropriate United States District Court.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary, or permanent injunctive relief, and compensatory damages to persons aggrieved as described in paragraph (1)(B). The court, to vindicate the public interest, may also assess a civil penalty against each respondent—

“(i) in an amount not exceeding \$10,000 for a nonviolent physical obstruction and \$15,000 for other first violations; and

“(ii) in an amount not exceeding \$15,000 for a nonviolent physical obstruction and \$25,000 for any other subsequent violation.

“(3) ACTIONS BY STATE ATTORNEYS GENERAL.—

“(A) IN GENERAL.—If the Attorney General of a State has reasonable cause to believe that any person or group of persons is being, has been, or may be injured by conduct constituting a violation of this section, such Attorney General may commence a civil action in the name of such State, as *parens patriae* on behalf of natural persons residing in such State, in any appropriate United States District Court.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary or permanent injunctive relief, compensatory damages, and civil penalties as described in paragraph (2)(B).

“(d) PROHIBITION ON RECEIVING SUPPLEMENTAL AIP GRANTS.—

“(1) IN GENERAL.—In the event an individual violates subsection (a) with respect to airport property, such airport shall not be eligible for a grant under section 47104 unless the operator of the airport certifies to the Administrator that the airport took all actions to prevent and abate the conduct prohibited by subsection (a) and arrest and prosecute the offenders.

“(2) PROCESS FOR CERTIFICATION.—Not later than 90 days after the date of enactment of this section, the Administrator shall develop and implement procedures for the certification required under paragraph (1), including processes for investigating a false statement in such a certification.

“(3) APPLICATION.—If the operator of an airport fails to certify to the Administrator in accordance with paragraph (1) or the certification required by paragraph (1) contains a material false statement or misrepresentation, such airport shall not be eligible for a grant under section 47104 and such airport

shall be joint and severally liable for damages under subsection (c) with any other defendants.

“(e) RULES OF CONSTRUCTION.—Nothing in this section shall be construed—

“(1) to prohibit any expressive conduct (including peaceful picketing or other peaceful demonstration) protected from legal prohibition by the First Amendment to the Constitution;

“(2) to provide exclusive criminal penalties or civil remedies with respect to the conduct prohibited by this section, or to preempt State or local laws that may provide such penalties or remedies; or

“(3) to interfere with the enforcement of State or local laws regulating airports.

“(f) DEFINITIONS.—In this section:

“(1) ADMINISTRATOR.—The term ‘Administrator’ means the Administrator of the Federal Aviation Administration.

“(2) AIRPORT PROPERTY.—The term ‘airport property’ includes any land owned, leased, managed, or operated by an airport for the purpose of providing airport services.

“(3) AIRPORT SERVICES.—The term ‘airport services’ means aviation business or activities, activities necessary or appropriate to serve passengers or cargo in air commerce, or other related activities.

“(4) INTERFERE WITH.—The term ‘interfere with’ means to restrict a person’s freedom of movement.

“(5) INTIMIDATE.—The term ‘intimidate’ means to place a person in reasonable apprehension of bodily harm to himself or herself or to another.

“(6) MINOR.—The term ‘minor’ has the meaning given that term under the law of the State in which airport property is located.

“(7) PHYSICAL OBSTRUCTION.—The term ‘physical obstruction’ means rendering impassable ingress to or egress from an airport property, or rendering passage to or from an airport property unreasonably difficult or hazardous.

“(8) STATE.—The term ‘State’ means each of the 50 States, the District of Columbia, and any commonwealth, territory, or possession of the United States.”

(2) CLERICAL AMENDMENT.—The analysis for chapter 401 of title 49, United States Code, as amended by sections 393 and 441, is amended by adding at the end the following:

“40133. Free Access to airports.”.

SA 2061. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

Strike section 502 and insert the following:
SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER SLOT EXEMPTIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—Section 41718 of title 49, United States Code, is amended by adding at the end the following new subsection:

“(i) ADDITIONAL SLOT EXEMPTIONS.—

“(1) INCREASE IN SLOT EXEMPTIONS.—Not later than 65 days after the date of enactment of the FAA Reauthorization Act of 2024, the Secretary shall grant, by order, 10 exemptions from—

“(A) the application of sections 49104(a)(5), 49109, and 41714 to air carriers to operate lim-

ited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and domestic airports located within or beyond the perimeter described in section 49109; and

“(B) the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations.

“(2) NON-LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to incumbent air carriers qualifying for status as a non-limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(3) LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 2 available to incumbent air carriers qualifying for status as a limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(4) ALLOCATION PROCEDURES.—The Secretary shall allocate the 10 slot exemptions provided under paragraph (1) pursuant to the application process established by the Secretary under subsection (d), subject to the following:

“(A) LIMITATIONS.—Each air carrier that is eligible under paragraph (2) and paragraph (3) shall be eligible to operate no more and no less than 2 of the newly authorized slot exemptions.

“(B) CRITERIA.—The Secretary shall consider the extent to which the exemptions will—

“(i) enhance options for nonstop travel to beyond-perimeter airports that do not have nonstop service from Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024; or

“(ii) have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions.

“(5) PROHIBITION.—

“(A) IN GENERAL.—The Metropolitan Washington Airports Authority may not assess any penalty or similar levy against an individual air carrier solely for obtaining and operating a slot exemption authorized under this subsection.

“(B) RULE OF CONSTRUCTION.—Subparagraph (A) shall not be construed as prohibiting the Metropolitan Washington Airports Authority from assessing and collecting any penalty, fine, or other levy, such as a handling fee or landing fee, that is—

“(i) authorized by the Metropolitan Washington Airports Regulations;

“(ii) agreed to in writing by the air carrier; or

“(iii) charged in the ordinary course of business to an air carrier operating at Ronald Reagan Washington National Airport regardless of whether or not the air carrier obtained a slot exemption authorized under this subsection.”.

(b) CONFORMING AMENDMENTS.—Section 41718(c)(2)(A) of title 49, United States Code, is amended—

(1) in clause (i) by striking “and (b)” and inserting “, (b), and (i)”;

(2) in clause (ii) by striking “and (g)” and inserting “(g), and (i)”.

(c) PRESERVATION OF EXISTING WITHIN PERIMETER SERVICE.—Nothing in this section, or the amendments made by this section, shall be construed as authorizing the conversion of a within-perimeter exemption or slot at Ronald Reagan Washington National Airport that is in effect on the date of enactment of this Act to serve an airport located beyond the perimeter described in section 49109 of title 49, United States Code.

(d) FREEZE IN THE NUMBER OF OPERATIONS AT AIRPORTS WHEN NEAR MISSES OCCUR.—

(1) IN GENERAL.—Beginning on the date of enactment of this subsection, if a near-miss occurs on a surface of a part 139 airport, such airport shall freeze the number of operations at the airport on a per-hour basis indefinitely until the Administrator can certify that—

(A) there is adequate air traffic controller staffing at the airport;

(B) proper surface surveillance technology is installed and operational at the airport; and

(C) the schedule of operations at the airport will not lead to runway congestion.

(2) DEFINITIONS.—In this subsection:

(A) NEAR MISS.—The term “near miss” means an incident in aviation where 2 or more aircraft come close to colliding but do not make contact.

(B) PART 139 AIRPORT DEFINED.—The term “part 139 airport” means an airport certified under part 139 of title 14, Code of Federal Regulations.

SA 2062. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. KAINE, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

In lieu of the matter proposed to be inserted, insert the following:

(d) FAA SAFETY CONSULTATION.—In granting the slot exemptions required by Section 41718(i) of title 49, United States Code, as added by subsection (a), the Secretary may consult with the Administrator to preserve the ongoing safety of operations at Ronald Reagan Washington National Airport.

SA 2063. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

Strike section 502 and insert the following:

SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER SLOT EXEMPTIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—Section 41718 of title 49, United States Code, is amended by adding at the end the following new subsection:

“(i) ADDITIONAL SLOT EXEMPTIONS.—

“(1) INCREASE IN SLOT EXEMPTIONS.—Not later than 65 days after the date of enactment of the FAA Reauthorization Act of 2024, the Secretary shall grant, by order, 10 exemptions from—

“(A) the application of sections 49104(a)(5), 49109, and 41714 to air carriers to operate limited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and domestic airports located within

or beyond the perimeter described in section 49109; and

“(B) the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations.

“(2) NON-LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to incumbent air carriers qualifying for status as a non-limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(3) LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 2 available to incumbent air carriers qualifying for status as a limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(4) ALLOCATION PROCEDURES.—The Secretary shall allocate the 10 slot exemptions provided under paragraph (1) pursuant to the application process established by the Secretary under subsection (d), subject to the following:

“(A) LIMITATIONS.—Each air carrier that is eligible under paragraph (2) and paragraph (3) shall be eligible to operate no more and no less than 2 of the newly authorized slot exemptions.

“(B) CRITERIA.—The Secretary shall consider the extent to which the exemptions will—

“(i) enhance options for nonstop travel to beyond-perimeter airports that do not have nonstop service from Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024; or

“(ii) have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions.

“(5) PROHIBITION.—

“(A) IN GENERAL.—The Metropolitan Washington Airports Authority may not assess any penalty or similar levy against an individual air carrier solely for obtaining and operating a slot exemption authorized under this subsection.

“(B) RULE OF CONSTRUCTION.—Subparagraph (A) shall not be construed as prohibiting the Metropolitan Washington Airports Authority from assessing and collecting any penalty, fine, or other levy, such as a handling fee or landing fee, that is—

“(i) authorized by the Metropolitan Washington Airports Regulations;

“(ii) agreed to in writing by the air carrier; or

“(iii) charged in the ordinary course of business to an air carrier operating at Ronald Reagan Washington National Airport regardless of whether or not the air carrier obtained a slot exemption authorized under this subsection.”.

(b) CONFORMING AMENDMENTS.—Section 41718(c)(2)(A) of title 49, United States Code, is amended—

(1) in clause (i) by striking “and (b)” and inserting “, (b), and (i)”; and

(2) in clause (ii) by striking “and (g)” and inserting “(g), and (i)”.

(c) PRESERVATION OF EXISTING WITHIN PERIMETER SERVICE.—Nothing in this section, or the amendments made by this section, shall be construed as authorizing the conversion of a within-perimeter exemption or slot at Ronald Reagan Washington National Airport that is in effect on the date of enactment of this Act to serve an airport located beyond the perimeter described in section 49109 of title 49, United States Code.

(d) FREE ACCESS TO AIRPORTS.—

(1) IN GENERAL.—Chapter 401 of title 49, United States Code, as amended by sections

393 and 441, is amended by adding the following new section:

“SEC. 40133. FREE ACCESS TO AIRPORTS.

“(a) PROHIBITED ACTIVITIES.—Whoever—

“(1) by force or threat of force or by physical obstruction, intentionally injures, intimidates, or interferes with or attempts to injure, intimidate, or interfere with any person because that person is or has been, or in order to intimidate such person or any other person or any class of persons from, obtaining airport services or attempting ingress or egress from an airport property; or

“(2) intentionally damages or destroys airport property, or attempts to do so, shall be subject to the penalties provided in subsection (b) and the civil remedies provided in subsection (c), except that a parent or legal guardian of a minor shall not be subject to any penalties or civil remedies under this section for conduct that is solely activity of the minor.

“(b) PENALTIES.—Whoever violates this section shall—

“(1) in the case of a first offense, be fined in accordance with title 18, United States Code, or imprisoned not more than 1 year, or both; and

“(2) in the case of a second or subsequent offense after a prior conviction under this section, be fined in accordance with such title 18, or imprisoned not more than 3 years, or both,

except that for an offense involving exclusively a nonviolent physical obstruction, the fine shall be not more than \$10,000 and the length of imprisonment shall be not more than 6 months, or both, for the first offense; and the fine shall, notwithstanding section 3571 of such title 18, be not more than \$25,000 and the length of imprisonment shall be not more than 18 months, or both, for a subsequent offense; and except that if bodily injury results, the length of imprisonment shall be not more than 10 years, and if death results, it shall be for any term of years or for life.

“(c) CIVIL REMEDIES.—

“(1) PRIVATE RIGHT OF ACTION.—

“(A) IN GENERAL.—Any person aggrieved by reason of conduct prohibited by subsection (a) may commence a civil action for the relief set forth in subparagraph (B), except that such action may be brought only by a person involved in providing or seeking to provide, or obtaining or seeking to obtain, airport services at an airport property or attempting ingress or egress from an airport property.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary, or permanent injunctive relief and compensatory and punitive damages, as well as the costs of suit and reasonable fees for attorneys and expert witnesses. With respect to compensatory damages, the plaintiff may elect, at any time prior to the rendering of final judgement, to recover, in lieu of actual damages, an award of statutory damages in the amount of \$5,000 per violation.

“(2) ACTION BY ATTORNEY GENERAL OF THE UNITED STATES.—

“(A) IN GENERAL.—If the Attorney General of the United States has reasonable cause to believe that any person or group of persons is being, has been, or may be injured by conduct constituting a violation of this section, the Attorney General may commence a civil action in any appropriate United States District Court.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary, or permanent injunctive relief, and compensatory damages to persons aggrieved as described in paragraph (1)(B). The court, to

vindicate the public interest, may also assess a civil penalty against each respondent—

“(i) in an amount not exceeding \$10,000 for a nonviolent physical obstruction and \$15,000 for other first violations; and

“(ii) in an amount not exceeding \$15,000 for a nonviolent physical obstruction and \$25,000 for any other subsequent violation.

“(3) ACTIONS BY STATE ATTORNEYS GENERAL.—

“(A) IN GENERAL.—If the Attorney General of a State has reasonable cause to believe that any person or group of persons is being, has been, or may be injured by conduct constituting a violation of this section, such Attorney General may commence a civil action in the name of such State, as *parens patriae* on behalf of natural persons residing in such State, in any appropriate United States District Court.

“(B) RELIEF.—In any action under subparagraph (A), the court may award appropriate relief, including temporary, preliminary or permanent injunctive relief, compensatory damages, and civil penalties as described in paragraph (2)(B).

“(d) PROHIBITION ON RECEIVING SUPPLEMENTAL AIP GRANTS.—

“(1) IN GENERAL.—In the event an individual violates subsection (a) with respect to airport property, such airport shall not be eligible for a grant under section 47104 unless the operator of the airport certifies to the Administrator that the airport took all actions to prevent and abate the conduct prohibited by subsection (a) and arrest and prosecute the offenders.

“(2) PROCESS FOR CERTIFICATION.—Not later than 90 days after the date of enactment of this section, the Administrator shall develop and implement procedures for the certification required under paragraph (1), including processes for investigating a false statement in such a certification.

“(3) APPLICATION.—If the operator of an airport fails to certify to the Administrator in accordance with paragraph (1) or the certification required by paragraph (1) contains a material false statement or misrepresentation, such airport shall not be eligible for a grant under section 47104 and such airport shall be joint and severally liable for damages under subsection (c) with any other defendants.

“(e) RULES OF CONSTRUCTION.—Nothing in this section shall be construed—

“(1) to prohibit any expressive conduct (including peaceful picketing or other peaceful demonstration) protected from legal prohibition by the First Amendment to the Constitution;

“(2) to provide exclusive criminal penalties or civil remedies with respect to the conduct prohibited by this section, or to preempt State or local laws that may provide such penalties or remedies; or

“(3) to interfere with the enforcement of State or local laws regulating airports.

“(f) DEFINITIONS.—In this section:

“(1) ADMINISTRATOR.—The term ‘Administrator’ means the Administrator of the Federal Aviation Administration.

“(2) AIRPORT PROPERTY.—The term ‘airport property’ includes any land owned, leased, managed, or operated by an airport for the purpose of providing airport services.

“(3) AIRPORT SERVICES.—The term ‘airport services’ means aviation business or activities, activities necessary or appropriate to serve passengers or cargo in air commerce, or other related activities.

“(4) INTERFERE WITH.—The term ‘interfere with’ means to restrict a person’s freedom of movement.

“(5) INTIMIDATE.—The term ‘intimidate’ means to place a person in reasonable apprehension of bodily harm to himself or herself or to another.

“(6) MINOR.—The term ‘minor’ has the meaning given that term under the law of the State in which airport property is located.

“(7) PHYSICAL OBSTRUCTION.—The term ‘physical obstruction’ means rendering impassable ingress to or egress from an airport property, or rendering passage to or from an airport property unreasonably difficult or hazardous.

“(8) STATE.—The term ‘State’ means each of the 50 States, the District of Columbia, and any commonwealth, territory, or possession of the United States.”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 401 of title 49, United States Code, as amended by sections 393 and 441, is amended by adding at the end the following:

“40133. Free Access to airports.”.

SA 2064. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

Strike section 502 and insert the following:

SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER SLOT EXEMPTIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—Section 41718 of title 49, United States Code, is amended by adding at the end the following new subsection:

“(i) ADDITIONAL SLOT EXEMPTIONS.—

“(1) INCREASE IN SLOT EXEMPTIONS.—Not later than 65 days after the date of enactment of the FAA Reauthorization Act of 2024, the Secretary shall grant, by order, 10 exemptions from—

“(A) the application of sections 49104(a)(5), 49109, and 41714 to air carriers to operate limited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and domestic airports located within or beyond the perimeter described in section 49109; and

“(B) the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations.

“(2) NON-LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to incumbent air carriers qualifying for status as a non-limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(3) LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 2 available to incumbent air carriers qualifying for status as a limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

“(4) ALLOCATION PROCEDURES.—The Secretary shall allocate the 10 slot exemptions provided under paragraph (1) pursuant to the application process established by the Secretary under subsection (d), subject to the following:

“(A) LIMITATIONS.—Each air carrier that is eligible under paragraph (2) and paragraph (3) shall be eligible to operate no more and no less than 2 of the newly authorized slot exemptions.

“(B) CRITERIA.—The Secretary shall consider the extent to which the exemptions will—

“(i) enhance options for nonstop travel to beyond-perimeter airports that do not have nonstop service from Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024; or

“(ii) have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions.

“(5) PROHIBITION.—

“(A) IN GENERAL.—The Metropolitan Washington Airports Authority may not assess any penalty or similar levy against an individual air carrier solely for obtaining and operating a slot exemption authorized under this subsection.

“(B) RULE OF CONSTRUCTION.—Subparagraph (A) shall not be construed as prohibiting the Metropolitan Washington Airports Authority from assessing and collecting any penalty, fine, or other levy, such as a handling fee or landing fee, that is—

“(i) authorized by the Metropolitan Washington Airports Regulations;

“(ii) agreed to in writing by the air carrier; or

“(iii) charged in the ordinary course of business to an air carrier operating at Ronald Reagan Washington National Airport regardless of whether or not the air carrier obtained a slot exemption authorized under this subsection.”.

(b) CONFORMING AMENDMENTS.—Section 41718(c)(2)(A) of title 49, United States Code, is amended—

(1) in clause (i) by striking “and (b)” and inserting “, (b), and (i)”;

(2) in clause (ii) by striking “and (g)” and inserting “(g), and (i)”.

(c) PRESERVATION OF EXISTING WITHIN PERIMETER SERVICE.—Nothing in this section, or the amendments made by this section, shall be construed as authorizing the conversion of a within-perimeter exemption or slot at Ronald Reagan Washington National Airport that is in effect on the date of enactment of this Act to serve an airport located beyond the perimeter described in section 49109 of title 49, United States Code.

(d) FAA SAFETY CONSULTATION.—In granting the slot exemptions required by Section 41718(i) of title 49, United States Code, as added by subsection (a), the Secretary may consult with the Administrator to preserve the ongoing safety of operations at Ronald Reagan Washington National Airport.

SA 2065. Mr. CRUZ submitted an amendment intended to be proposed to amendment SA 2057 submitted by Mr. WARNER (for himself, Mr. KAINE, Mr. VAN HOLLEN, Mr. CARDIN, and Mr. TILLIS) and intended to be proposed to the amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to 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; which was ordered to lie on the table; as follows:

At the end of the matter proposed to be inserted, insert the following:

(e) FREEZE IN THE NUMBER OF OPERATIONS AT AIRPORTS WHEN NEAR MISSES OCCUR.—

(1) IN GENERAL.—Beginning on the date of enactment of this subsection, if a near-miss occurs on a surface of a part 139 airport, such airport shall freeze the number of operations at the airport on a per-hour basis indefinitely until the Administrator can certify that—

(A) there is adequate air traffic controller staffing at the airport;

(B) proper surface surveillance technology is installed and operational at the airport; and

(C) the schedule of operations at the airport will not lead to runway congestion.

(2) DEFINITIONS.—In this subsection:

(A) NEAR MISS.—The term “near miss” means an incident in aviation where 2 or more aircraft come close to colliding but do not make contact.

(B) PART 139 AIRPORT DEFINED.—The term “part 139 airport” means an airport certified under part 139 of title 14, Code of Federal Regulations.

SA 2066. Mr. SCHUMER (for Mr. CORNYN) proposed an amendment to the bill S. 2825, to award a Congressional Gold Medal to the United States Army Dustoff crews of the Vietnam War, collectively, in recognition of their extraordinary heroism and life-saving actions in Vietnam; as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Dustoff Crews of the Vietnam War Congressional Gold Medal Act”.

SEC. 2. FINDINGS.

The Congress finds that—

(1) a United States Army Dustoff crewman, including a pilot, crew chief, and medic, is a helicopter crew member who served honorably during the Vietnam War aboard helicopter air ambulances, which were both non-division and division assets under the radio call signs “Dustoff” and “Medevac”;

(2) Dustoff crews performed aeromedical evacuation for United States, Vietnamese, and allied forces in Southeast Asia from May 1962 through March 1973;

(3) nearing the end of World War II, the United States Army began using helicopters for medical evacuation and years later, during the Korean War, these helicopter air ambulances were responsible for transporting 17,700 United States casualties;

(4) during the Vietnam War, with the use of helicopter air ambulances, United States Army Dustoff crews pioneered the concept of dedicated and rapid medical evacuation and transported almost 900,000 United States, South Vietnamese, and other allied sick and wounded, as well as wounded enemy forces;

(5) helicopters proved to be a revolutionary tool to assist those injured on the battlefield;

(6) highly skilled and intrepid, Dustoff crews were able to operate the helicopters and land them on almost any terrain in nearly any weather to pick up wounded, after which the Dustoff crews could provide care to these patients while transporting them to ready medical facilities;

(7) the vital work of the Dustoff crews required consistent combat exposure and often proved to be the difference between life and death for wounded personnel;

(8) the revolutionary concept of a dedicated combat life-saving system was cultivated and refined by United States Army Dustoff crews during 11 years of intense conflict in and above the jungles of Southeast Asia;

(9) innovative and resourceful Dustoff crews in Vietnam were responsible for taking the new concept of helicopter medical evacuation, born just a few years earlier, and revolutionizing it to meet and surpass the previously unattainable goal of delivering a battlefield casualty to an operating table within the vaunted “golden hour”;

(10) some Dustoff units in Vietnam operated so efficiently that they were able to deliver a patient to a waiting medical facility

on an average of 50 minutes from the receipt of the mission, which saved the lives of countless personnel in Vietnam, and this legacy continues for modern-day Dustoff crews;

(11) the inherent danger of being a member of a Dustoff crew in Vietnam meant that there was a 1 in 3 chance of being wounded or killed;

(12) many battles during the Vietnam War raged at night, and members of the Dustoff crews often found themselves searching for a landing zone in complete darkness, in bad weather, over mountainous terrain, and all while being the target of intense enemy fire as they attempted to rescue the wounded, which caused Dustoff crews to suffer a rate of aircraft loss that was more than 3 times that of all other types of combat helicopter missions in Vietnam;

(13) the 54th Medical Detachment typified the constant heroism displayed by Dustoff crews in Vietnam, over the span of a 10-month tour, with only 3 flyable helicopters and 40 soldiers in the unit, evacuating 21,435 patients in 8,644 missions while being airborne for 4,832 hours;

(14) collectively, the members of the 54th Medical Detachment earned 78 awards for valor, including 1 Medal of Honor, 1 Distinguished Service Cross, 14 Silver Star Medals, 26 Distinguished Flying Crosses, 2 Bronze Star Medals for valor, 4 Air Medals for valor, 4 Soldier's Medals, and 26 Purple Heart Medals;

(15) the 54th Medical Detachment displayed heroism on a daily basis and set the standard for all Dustoff crews in Vietnam;

(16) 6 members of the 54th Medical Detachment are in the Dustoff Hall of Fame, 3 are in the Army Aviation Hall of Fame, and 1 is the only United States Army aviator in the National Aviation Hall of Fame;

(17) Dustoff crew members are among the most highly decorated soldiers in United States military history;

(18) in early 1964, Major Charles L. Kelly was the Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance), Provisional, in Soc Trang, South Vietnam;

(19) Major Kelly helped to forge the Dustoff call sign into history as one of the most welcomed phrases to be heard over the radio by wounded soldiers in perilous and dire situations;

(20) in 1964, Major Kelly was killed in action as he gallantly maneuvered his aircraft to save a wounded United States soldier and several Vietnamese soldiers and boldly replied, after being warned to stay away from the landing zone due to the ferocity of enemy fire, "When I have your wounded.";

(21) General William Westmoreland, Commander of the Military Assistance Command, Vietnam from 1964 to 1968, singled out Major Kelly as an example of "the greatness of the human spirit" and highlighted his famous reply as an inspiration to all in combat;

(22) General Creighton Abrams, successor to General Westmoreland from 1968 to 1972, and former Chief of Staff of the United States Army, highlighted the heroism of Dustoff crews, "A special word about the Dustoffs . . . Courage above and beyond the call of duty was sort of routine to them. It was a daily thing, part of the way they lived. That's the great part, and it meant so much to every last man who served there. Whether he ever got hurt or not, he knew Dustoff was there.";

(23) Dustoff crews possessed unique skills and traits that made them highly successful in aeromedical evacuation in Vietnam, including indomitable courage, extraordinary aviation skill and sound judgment under fire, high-level medical expertise, and an unequaled dedication to the preservation of human life;

(24) members of the United States Armed Forces on the ground in Vietnam had their confidence and battlefield prowess reinforced knowing that there were heroic Dustoff crews just a few minutes from the fight, which was instrumental to their well-being, willingness to fight, and morale;

(25) military families in the United States knew that their loved ones would receive the quickest and best possible care in the event of a war-time injury, thanks to the Dustoff crews;

(26) the willingness of Dustoff crews to also risk their lives to save helpless civilians left an immeasurably positive impression on the people of Vietnam and exemplified the finest United States ideals of compassion and humanity; and

(27) Dustoff crews from the Vietnam War hailed from every State in the United States and represented numerous ethnic, religious, and cultural backgrounds.

SEC. 3. CONGRESSIONAL GOLD MEDAL.

(a) PRESENTATION AUTHORIZED.—The Speaker of the House of Representatives and the President pro tempore of the Senate shall make appropriate arrangements for the presentation, on behalf of Congress, of a single gold medal of appropriate design in honor of the Dustoff crews of the Vietnam War, collectively, in recognition of their heroic military service, which saved countless lives and contributed directly to the defense of the United States.

(b) DESIGN AND STRIKING.—For purposes of the presentation referred to in subsection (a), the Secretary of the Treasury (referred to in this Act as the "Secretary") shall strike a gold medal with suitable emblems, devices, and inscriptions, to be determined by the Secretary, in consultation with the Secretary of Defense.

(c) U.S. ARMY MEDICAL DEPARTMENT MUSEUM.—

(1) IN GENERAL.—Following the award of the gold medal in honor of the Dustoff Crews of the Vietnam War, the gold medal shall be given to the U.S. Army Medical Department Museum, where it will be available for display as appropriate and available for research.

(2) SENSE OF CONGRESS.—It is the sense of Congress that the U.S. Army Medical Department Museum should make the gold medal awarded pursuant to this Act available for display elsewhere, particularly at appropriate locations associated with the Vietnam War, and that preference should be given to locations affiliated with the U.S. Army Medical Department Museum.

SEC. 4. DUPLICATE MEDALS.

The Secretary may strike and sell duplicates in bronze of the gold medal struck under section 3, at a price sufficient to cover the costs thereof, including labor, materials, dies, use of machinery, and overhead expenses.

SEC. 5. STATUS OF MEDALS.

(a) NATIONAL MEDAL.—Medals struck pursuant to this Act are national medals for purposes of chapter 51 of title 31, United States Code.

(b) NUMISMATIC ITEMS.—For purposes of sections 5134 and 5136 of title 31, United States Code, all medals struck under this Act shall be considered to be numismatic items.

SEC. 6. AUTHORITY TO USE FUND AMOUNTS; PROCEEDS OF SALE.

(a) AUTHORITY TO USE FUND AMOUNTS.—There is authorized to be charged against the United States Mint Public Enterprise Fund such amounts as may be necessary to pay for the costs of the medals struck under this Act.

(b) PROCEEDS OF SALE.—Amounts received from the sale of duplicate bronze medals au-

thorized under section 4 shall be deposited into the United States Mint Public Enterprise Fund.

PRIVILEGES OF THE FLOOR

Mr. CRUZ. Madam President, I ask unanimous consent that the following personnel in my office be granted floor privileges until the end of the Congress: Jade Winfree, Thomas Struble, Leticia Vega, Joel Coito, Chad Meckley, and Catherine Latour.

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

EXTENDING AUTHORIZATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM, TO EXTEND THE FUNDING AND EXPENDITURE AUTHORITY OF THE AIRPORT AND AIRWAY TRUST FUND

Mr. SCHUMER. Madam President, I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 8289, which was received from the House and is at the desk.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (H.R. 8289) to extend authorizations for the airport improvement program, to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

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

Mr. SCHUMER. I further ask that the bill be considered read a third time and passed and the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

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

The bill (H.R. 8289) was ordered to a third reading, was read the third time, and passed.

Mr. SCHUMER. Madam President, just for the information of Senators and everyone else, that was the extension that came over from the House. So it makes sure that the FAA will be in continuous service and there will no gap.

Earlier tonight, we passed the full authorization FAA bill, and that, of course, will make things permanent. But because of the gap because the House is not here, we have to pass this.

Before I get into the rest, I just want to say, Madam President, you as the chair have done just such an amazing job on these bills. They are not easy bills. They have many just cross-cutting issues involving almost every Member of the Senate. And these days it is harder than ever with so much polarization and procedural objection. So it is an amazing task that you have accomplished, and I think America and your State of Washington owe you a debt of gratitude.