

Ferguson	Latham	Rehberg	Clarke	Kagen	Rangel	Kuhl (NY)	Paul	Shays
Flake	Lewis (CA)	Reichert	Clay	Kanjorski	Reyes	LaHood	Pearce	Shimkus
Forbes	Lewis (KY)	Renzi	Cleaver	Kaptur	Richardson	Lamborn	Pence	Shuler
Fortenberry	Linder	Reynolds	Clyburn	Kennedy	Rodriguez	Lampson	Peterson (PA)	Shuster
Fossella	LoBiondo	Rogers (AL)	Cohen	Kildee	Ross	Latham	Pickering	Simpson
Fox	Lucas	Rogers (KY)	Conyers	Kilpatrick	Rothman	Lewis (CA)	Pitts	Smith (NE)
Franks (AZ)	Lungren, Daniel	Rogers (MI)	Cooper	Kind	Roybal-Allard	Lewis (KY)	Platts	Smith (NJ)
Frelinghuysen	E.	Ros-Lehtinen	Costa	Klein (FL)	Ruppersberger	Linder	Poe	Smith (TX)
Gallegly	Mack	Royce	Costello	Kucinich	Rush	LoBiondo	Porter	Souder
Garrett (NJ)	Manzullo	Ryan (WI)	Courtney	Lugevin	Ryan (OH)	Lucas	Price (GA)	Stearns
Gerlach	Marchant	Sali	Cramer	Lantos	Salazar	Lungren, Daniel	Pryce (OH)	Sullivan
Gilchrest	McCarthy (CA)	Saxton	Crowley	Larsen (WA)	Sánchez, Linda	E.	Putnam	Tancred
Gingrey	McCaul (TX)	Schmidt	Cuellar	LaTourette	T.	Mack	Radanovich	Terry
Gohmert	McCotter	Sensenbrenner	Cummings	Lee	Sanchez, Loretta	Manzullo	Ramstad	Tiahrt
Goode	McCrery	Sessions	Davis (AL)	Levin	Sarbanes	Marchant	Regula	Tiberi
Goodlatte	McHenry	Shadegg	Davis (CA)	Lewis (GA)	Schakowsky	McCarthy (CA)	Rehberg	Turner
Granger	McKeon	Shays	Davis (IL)	Lipinski	Schiff	McCauley (TX)	Reichert	Upton
Graves	McMorris	Shimkus	DeFazio, Lincoln	Loeb	Schwartz	McCotter	Renzi	Walberg
Hall (TX)	Rodgers	Shuster	Davis, Lincoln	Loeb	Scott (GA)	McCrery	Reynolds	Walden (OR)
Hastings (WA)	Mica	Simpson	DeGette	Lowey	Scott (VA)	McHenry	Rogers (AL)	Walsh (NY)
Hayes	Miller (FL)	Smith (NE)	Delahunt	Mahoney (FL)	Serrano	McKeon	Rogers (KY)	Wamp
Heller	Miller (MI)	Smith (NJ)	DeLauro	Maloney (NY)	Sestak	McMorris	Rogers (MI)	Weld
Hensarling	Miller, Gary	Smith (TX)	Dicks	Markey	Shea-Porter	Rodgers	Rohrabacher	Weller
Herger	Moran (KS)	Souder	Dingell	Matheson	Sherman	Mica	Ros-Lehtinen	Westmoreland
Hobson	Murphy, Tim	Stearns	Donnelly	Matsui	Sires	Miller (FL)	Roskam	Whitfield
Hoekstra	Musgrave	Sullivan	Doyle	McCarthy (NY)	Skelton	Miller (MI)	Royce	Wicker
Hulshof	Myrick	Tancred	Edwards	McCollum (MN)	Slaughter	Miller, Gary	Ryan (WI)	Wilson (NM)
Hunter	Neugebauer	Terry	Ellison	McDermott	Smith (WA)	Moran (KS)	Saxton	Wilson (SC)
Inglis (SC)	Nunes	Tiahrt	Ellsworth	McGovern	Snyder	Murphy, Tim	Schmidt	Wolf
Issa	Paul	Tiberi	Emanuel	McIntyre	Solis	Musgrave	Sensenbrenner	Young (AK)
Johnson (IL)	Pearce	Turner	Engel	McNerney	Space	Myrick	Sessions	Young (FL)
Johnson, Sam	Pence	Upton	Eshoo	McNulty	Spratt	Neugebauer	Shadegg	
Jones (NC)	Peterson (PA)	Walberg	Etheridge	Meeke (FL)	Stupak	Nunes		
Jordan	Petri	Walden (OR)	Farr	Meeke (NY)	Sutton	Carney	Inslee	Lynch
Keller	Pickering	Walsh (NY)	Finer	Melancon	Tanner	Carson	Jackson-Lee	Marshall
King (IA)	Pitts	Wamp	Frank (MA)	Michaud	Tauscher	Cubin	(TX)	McHugh
King (NY)	Platts	Weld	Giffords	Miller (NC)	Taylor	Davis, Jo Ann	Jefferson	Thornberry
Kingston	Poe	Weller	Gonzalez	Miller, George	Thompson (CA)	Doggett	Jindal	Waters
Kirk	Porter	Westmoreland	Gordon	Mitchell	Thompson (MS)	Fattah	Johnson (GA)	
Kline (MN)	Price (GA)	Whitfield	Green, Al	Mollohan	Tierney	Hastert	Larson (CT)	
Knollenberg	Pryce (OH)	Wicker	Green, Gene	Moore (KS)	Towns			
Kuhl (NY)	Putnam	Wilson (NM)	Grijalva	Moore (WI)	Udall (CO)			
LaHood	Radanovich	Wilson (SC)	Gutierrez	Moran (VA)	Udall (NM)			
Lamborn	Ramstad	Wolf	Hall (NY)	Murphy (CT)	Van Hollen			
Lampson	Regula	Young (FL)	Hare	Murphy, Patrick	Velázquez			

NOT VOTING—18

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). The Chair notes a disturbance in the gallery in contravention of the law and rules of the House.

The Sergeant at Arms will remove the persons responsible for the disturbance and restore order to the gallery.

□ 1131

So the resolution was agreed to. The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ELECTION OF MEMBERS TO CERTAIN STANDING COMMITTEES OF THE HOUSE

Mr. WELCH of Vermont. Mr. Speaker, by direction of the Democratic Caucus, I offer a privileged resolution (H. Res. 667) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES 667

Resolved, That the following named Members be, and are hereby, elected to the following standing committees of the House of Representatives:

- (1) COMMITTEE ON ARMED SERVICES.—Mr. Langevin.
- (2) COMMITTEE ON HOMELAND SECURITY.—Mr. Pascrell.
- (3) COMMITTEE ON SCIENCE AND TECHNOLOGY.—Ms. Richardson (to rank immediately after Mr. McNerney).
- (4) COMMITTEE ON SMALL BUSINESS.—Mr. Higgins and Ms. Hirono.
- (5) COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE.—Ms. Richardson.

The resolution was agreed to. A motion to reconsider was laid on the table.

NOT VOTING—20

Barton (TX)	Feeney	Marshall
Bilirakis	Hastert	McHugh
Carney	Jackson-Lee	Rohrabacher
Carson	(TX)	Roskam
Cubin	Jefferson	Thornberry
Davis, Jo Ann	Jindal	Waters
Fattah	Johnson (GA)	Young (AK)

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE
The SPEAKER pro tempore (during the vote). Members are advised 2 minutes remain in this vote.

□ 1121

So the previous question was ordered. The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. CUELLAR). The question is on the resolution.

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

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 218, nays 196, not voting 18, as follows:

[Roll No. 888]

YEAS—218

Abercrombie	Becerra	Boyd (KS)
Ackerman	Berkley	Brady (PA)
Allen	Berman	Brale (IA)
Altmire	Berry	Brown, Corrine
Andrews	Bishop (GA)	Butterfield
Arcuri	Bishop (NY)	Capps
Baca	Blumenauer	Capuano
Baird	Boren	Cardoza
Baldwin	Boswell	Carnahan
Barrow	Boucher	Castor
Bean	Boyd (FL)	Chandler

Aderholt	Capito	Gallegly
Akin	Carter	Garrett (NJ)
Alexander	Castle	Gerlach
Bachmann	Chabot	Gilchrest
Bachus	Coble	Gillibrand
Baker	Cole (OK)	Gingrey
Barrett (SC)	Conaway	Gohmert
Bartlett (MD)	Crenshaw	Goode
Barton (TX)	Culberson	Goodlatte
Biggart	Davis (KY)	Granger
Bilbray	Davis, David	Graves
Bilirakis	Davis, Tom	Hall (TX)
Bishop (UT)	Deal (GA)	Hastings (WA)
Blackburn	Dent	Hayes
Blunt	Diaz-Balart, L.	Heller
Boehner	Diaz-Balart, M.	Hensarling
Bonner	Doolittle	Herger
Bono	Drake	Hobson
Boozman	Dreier	Hoekstra
Boustany	Duncan	Hulshof
Brady (TX)	Ehlers	Hunter
Broun (GA)	Emerson	Inglis (SC)
Brown (SC)	English (PA)	Issa
Brown-Waite,	Everett	Johnson (IL)
Ginny	Fallin	Johnson, Sam
Buchanan	Feeney	Jones (NC)
Burgess	Ferguson	Jordan
Burton (IN)	Flake	Keller
Buyer	Forbes	King (IA)
Calvert	Fortenberry	King (NY)
Camp (MI)	Fossella	Kingston
Campbell (CA)	Fox	Kirk
Cannon	Franks (AZ)	Kline (MN)
Cantor	Frelinghuysen	Knollenberg

NAYS—196

THE JOURNAL

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the question on agreeing to the Speaker's approval of the Journal which the Chair will put de novo.

The question is on the Speaker's approval of the Journal.

Pursuant to clause 1, rule I, the Journal stands approved.

GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 2881.

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

There was no objection.

FAA REAUTHORIZATION ACT OF
2007

The SPEAKER pro tempore. Pursuant to House Resolution 664 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 2881.

□ 1134

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 consideration of the bill (H.R. 2881) to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2008 through 2011, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes, with Ms. DEGETTE in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Florida (Mr. MICA) each will control 30 minutes.

The Chair recognizes the gentleman from Minnesota.

Mr. OBERSTAR. Madam Chairman, I yield myself such time as I may consume.

Madam Chairman, the Committee on Transportation and Infrastructure brings to the House today an historic bill to address the needs of aviation today and into the future. At a time when we are seeing aviation recover from the devastating aftereffects of September 11, the flood of bankruptcies that occurred in the years subsequent to that tragic assault on America, and the retiring of aircraft, laying off of tens of thousands, even hundreds of thousands of airline workers and workers in related fields, we are now seeing aviation return to and exceed all-time previously registered highs.

Last year, over a billion people traveled by air worldwide, and 750 million of that travel was in the U.S. air space. We are seeing increasing delays. Only 72 percent of flights arrived on time in this last year. That indicates congestion in the air space and congestion on the ground and congestion in our air traffic control system.

We bring to the House, we bring to the country, historic funding levels of \$68 billion over the next 4 years. We bring you a 4-year bill, not 3 years like we have done in years past, to address the needs of creating capacity on the air side of airports: \$15.8 billion for the airport improvement program; \$13 billion to invest in the air traffic control technology and making room for and accelerating the development of the Next Generation air traffic control technology; and \$37.2 billion to fund the operations of the FAA, essentially paying air traffic controllers and those who maintain the system.

These are all-time high investments. I have served in the House for 33 years. I have been deeply engaged in aviation for over 25 years of those years, and I have never seen this kind of investment that Congress has made, this deeply, this extensively, and so far out into the future.

I want to thank the gentleman from Illinois (Mr. COSTELLO), the chairman of our Subcommittee on Aviation who has seized the issue, mastered the subject matter, conducted extensive in-depth hearings on a broad range of issues considered by the committee, and has played a critical role in shaping the bill.

I want to express my appreciation to the gentleman from Florida (Mr. MICA), the ranking member of the full committee, who has served previously as the Chair of the Aviation Subcommittee and is fully engaged in the issues of aviation and who committed himself every step of the way to the shaping of this legislation, including working together with us on the Democratic side, with the DOT and the White House and the air traffic controllers in an attempt to resolve a very knotty problem of the air traffic controllers' contract.

And I also express appreciation to the gentleman from Wisconsin (Mr. PETRI), the ranking member on the Aviation Subcommittee, for the enormous amount of time he devoted and for his always thoughtful and intellectual contributions to the work of the committee.

Madam Chairman, I reserve the balance of my time.

Mr. MICA. Madam Chairman, I yield myself such time as I may consume.

Madam Chairman, I am pleased to be here this morning to bring to the floor the FAA reauthorization legislation that is before us. As Members know, and those who follow this subject, our authorization runs out, I believe, the end of next week. That is our Federal policy and projects' financing ability to run our Nation's air traffic system.

We had a responsibility to move forward legislation to renew that Federal law, and that's why we are here today. I think that is an important responsibility.

I have tried to work with Mr. OBERSTAR, who now chairs the full committee. He chaired the Aviation Subcommittee, ironically, when I was a freshman in Congress. And as he mentioned, I had the opportunity to chair that subcommittee for the past 6 years and developed a great working relationship with him.

I am pleased to work with my ranking member, the gentleman from Wisconsin (Mr. PETRI), who has done yeoman's work to try to bring this legislation forward in a responsible manner, working with the now-chairman of the subcommittee, the gentleman from Illinois (Mr. COSTELLO), who likewise has put his full efforts towards this important reauthorization.

We have been fortunate, too, to have great staff on both sides of the aisle working together to meet that responsibility. I am pleased that we could bring the bill forward.

However, I have to say, in all honesty, I have some mixed emotions. I must also state that when we come to final passage, and I have told Mr. OBERSTAR and Mr. COSTELLO and others, that I will cast a vote not in support of this FAA reauthorization, and really for two reasons.

First of all, when we introduced the bill, there were several objectionable provisions that had been proposed that I opposed, and I do respect the gentlemen from Minnesota and also Illinois, in working cooperatively to introduce the bill without those objectionable provisions. However, right after we introduced it and we marked up the bill, we started sort of piling on, and there are two provisions which I cannot support, two major provisions, and I made them aware of my opposition.

The first one involves an unprecedented reach-back, and it is for the air traffic controllers. Let me say there are men and women, some 15,000 of them, who do an incredible job serving our air traffic control system. And back in the 1990s, I believe that they were underpaid, undercompensated for their responsibilities. But through a contract that was negotiated then under the Clinton administration, they did receive for the next 7 years an average increase of about 10 percent a year. In fact, it totals 75 percent over those 7 years.

Now, I would love to have it 10 percent guaranteed increase. I think people who work here in the Congress would like to have a 10 percent pay increase every year; 1.2 million Federal employees, maybe another 20,000 that work at FAA would all like to have this deal, and that deal wasn't to be.

This past Congress had the difficult task of receiving the contract that was being negotiated and the final offer that was made by FAA because the contract reached an impasse. And in an