

long-term outlook states that by 2035 interest costs on our Nation's debt would reach 9 percent of GDP, more than the U.S. currently spends on Social Security or Medicare. And if interest rates were just 1 percentage point higher per year, over 10 years the deficit would balloon by \$1.3 trillion from increased costs to pay interest on our debt alone.

It is abundantly clear that we can no longer afford to borrow money without a clear plan in place to rein in Federal spending and force the Government to live within its means. Today's legislation is the first step in that direction.

CORRECTING THE ENROLLMENT OF S. 365

Mr. REID. Mr. President, I ask unanimous consent the Senate proceed to consideration of H. Con. Res. 70, the concurrent resolution be agreed to, the motion to reconsider be laid upon the table, with no intervening action or debate, and any statements related to this measure be printed in the RECORD.

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

The concurrent resolution (H. Con. Res. 70) was agreed to.

MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that we proceed to a period of morning business until 4 p.m. today, with Senators permitted to speak up to 10 minutes each.

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

Mr. REID. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. MCCAIN. I ask that the order for the quorum call be rescinded.

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

The Senator from Arizona.

RECOGNIZING THE ARMED SERVICES

Mr. MCCAIN. The Senate Armed Services Committee just met and approved the nominations of the Chairman and Joint Chiefs of Staff, Chief of Naval Operations, the Chief of Staff of the Army, and other important nominations. I congratulate all of these nominees and appreciate their service to the Nation. I know that shortly the Senate will approve these positions of great responsibility.

I want to take one moment to mention one of the new Chiefs of Staff of the United States Army, GEN Ray Odierno, one of the finest military officers I have had the opportunity to know. He was responsible, along with David Petraeus, for implementing the surge in Iraq. All of us who have had the opportunity of knowing General

Odierno are proud of his new position and know he will carry out his responsibilities with the same outstanding leadership and efficiency he has displayed in the past.

I congratulate all of the nominees. These are going to be very challenging times. General Dempsey will now be the Chairman of the Joint Chiefs of Staff. I believe he is highly qualified, as are the nominees for the Vice Chairman as well as the Chief of Naval Operations. I congratulate them all. A special congratulations and word of praise for General Odierno, who is a great and outstanding leader.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mrs. BOXER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. WARNER). Without objection, it is so ordered.

UNANIMOUS CONSENT REQUESTS— H.R. 2553

Mrs. BOXER. Mr. President, I rise because we have a crisis on our hands with the FAA, the Federal Aviation Administration. I know exactly why we have this crisis. It is another made-up crisis by the Republicans. This is a Republican shutdown.

We just got past the most, well, I feel made-up crisis we have ever seen. Eighty-nine times we have passed a debt limit extension, and it took us weeks and months of wrangling to get it done. We finally got it done. I am glad we got it done. Unnecessary, people in my State panicking that they wouldn't get a Social Security check, small businesses saying they couldn't get a decent loan—all that for nothing.

We can do our work. We can take the ideas of the Presiding Officer's Gang of 6, Senator COBURN's ideas. We have the ideas on the table. We can do this. We did it when Bill Clinton was President. We worked together, and we solved the problem. We had a deficit and debt. We balanced the budget and created surpluses. We don't have to have this taking government hostage.

So we just got done with holding the full faith and credit of the United States of America hostage, and now we are seeing an extension of the hostage-taking of the Federal Aviation Administration by the Republicans. We need to end it. How do we end it? We end it simply by saying we have our disagreements. On this bill, there are a couple of broad disagreements. They are important disagreements. I honor both sides of the argument. The Republicans want to overturn a ruling by the National Mediation Board. This is what they said. They said that rather than count votes by an employee who stays home on a union vote as a "no" vote, only the votes that are cast should be

counted. Well, I ask rhetorically, doesn't that make sense? If you don't vote in an election, your vote shouldn't count. If the people didn't vote for me and they didn't vote for my opponent, how can anyone ascertain for whom they would have voted? Only the people who show up should be counted. That is what the mediation board did.

This affects the airlines and the rails. There is such a desire to stop that and overturn it by my Republican friends—and it is going on all over the country, this hostility to working men and women, and now it is coming here. It is like a contagion. We see what is happening in Wisconsin. There are recall elections and everything is in turmoil because they want to go after organized working people. It is sad.

But guess what. It is a legitimate issue for the conference committee to deal with. It is a legitimate issue for the Senate—by the way, the Senate already had a vote on it, and we said: No, we are not going to overturn the mediation board. The vote was well over—I think 56 votes said: No. Leave it alone. It is not our business. Let it go.

But, no, the House wants this. So when they sent over the original extension, it had that attached, this overturning of the mediation board, and we said: That is not right. We want a clean extension. So they sent it back to us, and they took up another controversial issue, which is to shut down essential air service in some of our rural communities in our country—shut down essential air service.

Now, I can tell my colleagues that I know for a fact there is room for negotiation in this area. We can work together and resolve it, but it doesn't belong in an extension of the FAA bill. This is too important. We have thousands of people who have been furloughed who are not getting work. I have a situation in my home county of Riverside where we have a new airport tower being put up, and unexpectedly there was a rainstorm the day before yesterday, and because nobody was working there, they couldn't do anything about it to protect the facility, and we have damage.

We are losing money because of this terrible shutdown. Four thousand FAA employees have been furloughed without their pay. Hundreds of them happen to live and work in my State. I wonder how these colleagues in the House who went home to take their break would feel if they stopped getting their pay. Many of the FAA's engineers, scientists, research analysts, computer specialists, program managers and analysts, environmental protection specialists, and community planners are furloughed because of this take-government-hostage approach by the Republican Party.

I have been here a while. I am a person with many opinions, and I have no problem battling out with my esteemed colleagues who is right, who is wrong, who is hurt, who is not hurt. But I know there is no question that people

are getting hurt and jobs are being lost.

Mr. President, \$130 million in investments in California airport construction will be delayed. The Associated General Contractors of America is already hurting and businesses are hurting. There are 70,000 construction workers and workers in related fields who have already been affected by the shutdown. The FAA has issued stop-work orders at 241 airports across the country.

In Oakland, CA, I have 60 construction workers building an air traffic control tower. They were told to stay home. They won't get paid until an agreement is reached. Well, if we ask most Americans, they really do live pretty much paycheck to paycheck. They have some savings.

This is ridiculous. According to the San Francisco Chronicle, the project contractor from Oakland, Devcon Construction, "is eating \$6,000 a day in operating costs" and "should the delay stretch much past the summer, [we are in trouble because] inclement weather would disrupt the installation."

I am telling you, this is another man-made, Republican-made crisis. What are we trying to prove? That we are tough guys? Let's get a clean extension of the FAA. Let's take our battles into the conference committee.

I want to compliment Senator KAY BAILEY HUTCHISON. She is working, and she is on our side. She is a Republican Senator from Texas who is working with Senator ROCKEFELLER, the chairman of our committee. We all know the House sent over not a clean extension but an extension that cuts this essential air service to some of our rural communities. This needs to be worked on, not agreed to in a "gotcha" kind of situation.

In Sacramento, maintenance at the air traffic control facility has come to a halt. Seismic modernizations at air traffic control towers in Livermore, Palo Alto, and Santa Maria have stopped. At LAX, the biggest airport in Los Angeles, and at Carlsbad, power and electrical upgrade projects have stalled.

What is going on? Can't we just get over these differences in the proper forum? It is wrong. I am not going to be personally hurt by this. The Senator from Oklahoma is not going to be personally hit by this. The Presiding Officer, the Senator from Virginia, is not personally hit by this. It is the people we represent or are supposed to represent. It is the American family. It is the construction workers. It is the construction businesses. It is safety. These are safety projects.

At the end of the day, are we saving money? We are losing money because we are not collecting the ticket tax that goes to this construction fund. And some of the airlines are pocketing it, and that is outrageous in and of itself in not reducing the fares.

I want to compliment a couple of the airlines that are, in fact, reducing the

fares. Virgin America is one, and I will put in the RECORD the other one. Good for them. Good for you.

So what I am about to do is ask for a clean extension of the FAA authorization bill. My anticipation is the Senator from Oklahoma will object, and then he will offer his idea of an extension that does, in fact, make the cuts in the rural communities, and we are back to square one.

Why not just clear the decks, extend the FAA? We have never added anything to the extension in all the times we have done it unless there was unanimous consent agreement.

Mr. CARDIN. Will the Senator yield?

Mrs. BOXER. I will be happy to.

Mr. CARDIN. I want to thank Senator BOXER for raising this issue. I cannot tell you how many people I have heard from in Maryland, not just the workers at the FAA who have been furloughed but small business owners who are not getting their contracts who are going to have to lay off workers through no fault of their own. So I think it would be absolutely wrong for us to go home on this recess, for this district work period, and not extend the FAA.

For those who think it will save the government on the budget deficit, let me remind you that if we do not extend the FAA authorization, we do not collect the revenues on the passenger tax, which, by the way, is currently being charged by the airlines in extra ticket prices to the passengers. So the passengers are not even getting the break of lower prices, but we are not getting the revenue. It is \$30 million a day we are adding to the deficit problems because we are not collecting the revenue associated with the FAA reauthorization.

For all those reasons, for the sake of those 4,000 furloughed workers, who are really not at fault here, who are currently on furlough, and that is hurting our economy; for the sake of the contractors, who are depending upon the government funds in order to pay their workers, many of which are small companies; for the sake of the construction work that needs to be done at our airports, including work being done at our own airport, BWI; and for the importance to moving forward with modernization of the FAA itself, I would urge us to find a way to extend the FAA authorization until we come back. I would hope we could get a conference committee together, a reauthorization, but at a minimum we should extend the current provisions during those negotiations.

I say to Senator BOXER, she is absolutely right. I strongly urge the Senate to allow a short-term, clean extension of the FAA. That is the best way to proceed. I hope we can find a way to get this done now so the damage that is being done no longer will take place.

I thank the Senator.

The PRESIDING OFFICER. The Senator's time—

Mrs. BOXER. Well, I take that as a question, and I will just wrap up with

my unanimous consent request because I agree with everything that was said.

Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 109, H.R. 2553, that a Rockefeller-Hutchison substitute amendment, which is at the desk, be agreed to, the bill, as amended, be read a third time and passed, and the motions to reconsider be laid upon the table, with no intervening action or debate.

The PRESIDING OFFICER. Is there objection?

Mr. COBURN. Mr. President, reserving the right to object.

The PRESIDING OFFICER. The Senator from Oklahoma.

Mr. COBURN. I would make note there is nothing we can do now new because the House has adjourned. So even if we were to pass this, nothing would happen with it. I have been assured that from the majority leader's office.

I agree with the Senator from California that any action on the mediation board is probably inappropriate for this bill. I would not disagree with that. But my reservation—and I plan on objecting, and I think the good Senator from California knows that—is both in the House and the Senate, by significant votes, we passed limitations on essential air services by majorities that said we could no longer afford to spend thousands of dollars on individual seats, on subsidies for people who live 110 miles from an airport or 140 miles from an airport. But what we could do is make sure—to major airports—that those under 90, those above 90, we could still do that.

So I understand we have placed people in difficult positions, but it is us as a body, not individual Senators or parties, that has done that because we have failed to do our work.

So I object to this unanimous consent request, and then I offer one of my own, noting that if this unanimous consent request is agreed to, it will go directly to the President, not to the House. So I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 2553, which was received from the House, and I ask unanimous consent that the bill be read a third time and passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be printed in the RECORD.

The PRESIDING OFFICER. Is there objection?

Mrs. BOXER. I object.

The PRESIDING OFFICER. Objection is heard.

There was objection to the original request.

Mr. COBURN. Yes.

The PRESIDING OFFICER. Yes. Objection was heard.

The Senator from California.

Mrs. BOXER. Mr. President, so there we are. There was objection to a clean extension of the FAA, and as a result of Republican objection, people are hurting all over this country. Safety projects are being delayed. And this is

just part of what we have seen since the Republicans took over the House.

Now, my friend said that everything they have put in this has been voted on by the Senate. It is just not true. It is not true. Not everything in this extension was voted on by the Senate, so let's get our facts straight.

My friend also said that the House has gone; too bad; give it up. Not true. I served there for 10 years. If you can hotline it over there and get everyone to agree, they are going to be able to pass it over there. So do not give the American people misinformation on this. It can be done. It just takes a will to be done.

House Members have taken off, gone home. Whatever they are doing, God bless them. But I have to tell you, I hope when they go home they hear from the people who are hurting in their States because of this. I hope they hear from the workers. Construction workers are at the highest unemployment rate we have seen in generations—15 percent—and now this is going to make it worse. Construction businesses are crying for a highway bill, and I am working on that with Senator INHOFE in our committee. We are almost there.

But I want to put this obstructionism, I want to put this hostage-taking into plain view. You just saw everything come to a halt for at least 3, 4 weeks because the full faith and credit of America was taken hostage by the Republicans. And they said to the President—it has never happened before, OK, never. Mr. President, 89 times we have seen an increase in the debt limit. We have never ever seen this hostage-taking. They would not allow the President to raise the debt ceiling for things on which they voted to spend money.

When you raise the debt ceiling, you are paying your past bills. They voted for two wars on the credit card. They voted for tax breaks to the wealthiest among us, the billionaires and the millionaires. They voted for tax breaks for the biggest multinational corporations, including Big Oil. Oh, they were happy. They even voted for a prescription drug benefit without paying for it. Then the bill comes due, and they say to President Obama: Sorry, Mr. President, we are not going to cooperate with you. They walked out on him at least three times.

We finally got a deal because some of us—and I say HARRY REID, strong; Vice President BIDEN, strong; MITCH MCCONNELL, strong; NANCY PELOSI, strong. The President made sure that at the end of the day we did not default. But what a spectacle in the world. The world cannot even believe this. And I know of the Presiding Officer's hard work to get what we called a big deal, a major deal, a \$4 trillion deficit reduction that was fair, that asked the millionaires and the billionaires and the multinational corporations to do something. But, no, that was not to be. We wasted time—a lot of time. And what

happened? We almost brought the country to its knees. Thank God it did not happen is all I can say. And I felt strongly, if we had not gotten an agreement, the President would have had to invoke the 14th amendment in order to save our country from this hostage-taking.

So that was a made-up crisis. It never happened before. Do you know that the most the debt ceiling was raised was under Ronald Reagan? Eighteen times. Under George Bush, 9 times. I never heard anything like this before, and I have been around here since the days of Ronald Reagan, dare I say. I was in the House for 10 years.

Ronald Reagan said very clearly—and I am paraphrasing—he was very strong—do not play games with the debt ceiling. It is dangerous. He said that even the thought of it is dangerous. So we just came out of that mess.

Now let's look at what else they have done since they took power—how many months ago? Five months? Is that all it has been? It feels like an eternity, OK, since they took over the House. They stopped the patent bill, which Senator LEAHY says would result in hundreds of thousands of jobs—stopped it cold. Why? Because the Patent Office does not have any money to work on those brilliant ideas that are coming out of our people. They needed more funding. That bill took care of it. The House stopped it cold. Hundreds of thousands of jobs.

The Economic Development Administration—I know about that because I brought the bill here. It is a beautiful program. It has been in place for generations. It gives a little seed money in areas that have had high unemployment, and that seed money attracts private sector money, public sector money, nonprofit money, and jobs are created. They build office parks. We have great examples in California of shopping malls. I am sure my friend, the Presiding Officer, has many examples of the EDA at work. They stopped it. They filibustered it. It never got a vote. That is the small business innovation bill my friend MARY LANDRIEU brought to the floor. The last time we counted, those bills have created 19,000 new businesses. Shut that one down. Then the House passed a budget that cut into the highway fund. I want to give you specifically what that would mean. If we wind up cutting the transportation program at the level they cut it in the House—one-third—and that is exactly what Chairman MICA's bill does—we know, because CBO has told us, we lose 620,000 jobs, construction jobs.

Then they played with the FAA. They object to a clean reauthorization. Projects are shut down and workers are furloughed and small businesses do not know if they can hang on.

OK. I thought this election in 2010 was about jobs. I tell you, I was up in 2010. I know it was about jobs. I committed to the people I would go back

here and fight for jobs, private sector jobs, public sector jobs. Jobs. Jobs. Everything the House has done since the Republicans took over is to stop our progress—screeching halt. You can hear the brakes go onto this economy. It is not just one thing now, it is five things I have told you. This is not rhetoric. They have stopped the FAA—partial shutdown; they stopped the EPA authorization; they stopped the patent bill; they stopped the small innovation bill; they have cut transportation in their budget by one-third. That is just the tip of the iceberg of what I am telling you.

I think it is very sad right now that we had a Republican objection to a bipartisan request to allow FAA to be reauthorized. It is very sad. I want to again thank KAY BAILEY HUTCHISON, my friend from Texas, for saying that she stands with Chairman ROCKEFELLER, and she believes we should do a clean reauthorization. With that, I think I have made my points. But I am going to make sure I continue to make them throughout this recess. I would suggest that Senators go home and look at the projects in their States that have been stopped due to this Republican hostage taking. They are against working men and women having decent rights. They are holding this bill hostage. That is what it is all about. It is a very sad day.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. WARNER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CASEY.) Without objection, it is so ordered.

Mr. WARNER. Mr. President, I want to take a moment and add my voice to the voices who spoke earlier—the Senator from Maryland and the Senator from California—about this situation with the FAA.

I would imagine if you are a visitor to our Nation's Capitol and have come to see a little Senate debate, it is a pretty interesting day to be here. It was great news that the country avoided default today. Although it was an imperfect compromise, I was glad to vote for that. We still have obviously a long way to go on debt and deficits.

There is another issue that has not gotten as much attention as the debt ceiling debate, although it is clear that at almost any other time in our history this issue would be on the front page of every newspaper around the country and on every nightly TV newscast. I am talking about the fact that the Federal Aviation Administration—the entity that ensures the safety of our skies, the safety of our airplanes, the maintenance of our airports—has been in partial shutdown mode for over a week.

Close to 4,000 FAA employees, many from the Virginia/DC area, have been

furloughed. These folks do not know when they are going to get a paycheck or when they are going to be able to go back to work. And they have not been furloughed as a result of anything they have done. This situation is not the result of complaints about the quality of service or about safety of the FAA. In fact this shutdown is the result of a dispute over a small FAA program that protects rural airports.

Only in Washington would a dispute over service to small rural airports force the shut down of all “non-essential services” in the Federal Aviation Administration. Only in Washington would we would put 4,000 people out of work, and affect the lives of tens of thousands of other folks who are depending upon FAA funding for needed improvement projects at airports around the country.

We have a number of airports in Virginia where construction has basically stopped as a result of this political standoff. With the FAA partially shut down, the airlines, which traditionally charge passengers a small tax to help fund the FAA to build, maintain, and keep airports safe, are no longer required to collect the tax. So, during this shutdown, especially if we go through the next month and do not enact an extension, the U.S. Government would lose \$1.2 billion as a result of political back and forth about a program to support rural airports—a program that, in total, costs \$14 million.

If people are scratching their heads with this math, they have a right to scratch their heads. Only in Washington can not collecting over a billion dollars in airport ticket taxes because of a dispute about a program that costs \$14 million make any sense.

The overwhelming majority of Senate Democrats and Republicans alike say we have to go ahead with an extension. We are saying if we have issues to dispute let's work those out. But let's not put nearly 4,000 FAA employees out of work and let's not, as the Senator from California said, halt the projects of tens of thousands of construction workers.

So it is my hope that, once again, cooler heads will prevail. I thank the chairman of the committee, Senator ROCKEFELLER, and the ranking member, Senator HUTCHISON, and both Democrats and Republicans for working together to try and get this resolved. I know the American people have looked at Congress—understandably—in the last few weeks and have scratched their heads and said, what are these guys doing? Why can't they get their act together and negotiate a compromise, so they don't put our country into default?

We managed to dodge that bullet in a way that is a fixed but not a long-term solution. We will continue that discussion. As everybody heads back to their home States, dodging the debt and deficit bullet, how are we going to look as we leave town with 4,000 workers furloughed, tens of thousands of construc-

tion workers without the ability to continue projects that are needed, and the U.S. Government \$1.2 billion deeper in debt—not because of a dispute over too much tax or whether to collect but because we could not reach an agreement over a rural airport program?

I have cosponsored legislation—and I am sure the Presiding Officer supports it—to make sure that when the furloughed workers get back, they have to get paid. How can we leave town for a few weeks and leave this issue hanging out there?

I hope those folks in the House—and the chairman and the ranking member of the committee are working on this issue—will get this done. As the Senator from California said—and this is some of the technical process stuff that people scratch their head about—the House is in pro forma session, so there is a path here to resolve the issue.

We have to make sure we do our job not only for the public to make sure their airlines and airports stay safe, but also for the furloughed workers who need to get back to work. We've got to do our job so that airports all over the Commonwealth of Virginia and the Commonwealth of Pennsylvania can implement their much-needed airport improvements. The money has already been appropriated. It is not as though it is new dollars. Anybody who can read a balance sheet knows we shouldn't end up blowing \$1.2 billion over a dispute for a program that costs \$14 million total.

I hope we get this resolved this afternoon in a way that shows this Congress is more up to the task than we have been, unfortunately, over the last few weeks.

A closing comment. I know the Presiding Officer has worked hard on the debt and deficit issue as well. I will close with the statement that my hope is that we did take a step today, with about \$1 trillion in cuts over the next 10 years, and we need to make sure those cuts don't slow down the economic recovery the Nation is still struggling with. But we have to recognize that even with this new supercommittee being created—and the Presiding Officer would be a great member of that committee when it is chosen—but even if that committee meets its goal of \$1.5 trillion in additional cuts, that still doesn't get our country's balance sheet back in order. We didn't create this debt overnight. We will not get out of it overnight. It is not one party's fault. Both parties have unclean hands on this.

Candidly, a lot of our debt and deficit problems are due to the fact that we are all getting older and we are living longer through advanced medicine. The challenge we have before us is that we have to urge the supercommittee to look at something that will get us all out of our comfort zones. We have to recognize how do we make sure our entitlement promises we made to seniors with Social Security and Medicare and

the least fortunate in terms of Medicaid—I know two-thirds of the seniors in nursing homes are on Medicaid. How do we preserve those programs? These programs need some reforms, because with an aging population—for example, in Social Security, there used to be 17 workers for 1 retiree. Now there are three. It is nobody's fault, but that is a fact. How do we make sure that promise exists?

We have to deal with entitlement reform, and we also need to deal with tax reform. It doesn't take a rocket scientist to figure out if we are spending 25 percent of GDP in Federal spending, that has to be brought down. If we are collecting revenues at only 15 percent, which is a 70-year low, we are never going to get that 10-percent differential, unless we find some way to generate more revenues and make cuts in spending. Along with entitlement spending, which is the fastest growing part of the budget, we have to do tax reform in a way that will generate more revenue. There are ways we can do that which will lower rates and cut back on some of the tax expenditures. It will take some hard choices.

My hope is that while this step of avoiding default was important—and it is a good day when America doesn't default, but we have much more work to do—the work of all the previous commissions that have been set up—and they have all kind of come out in basically the same scope of the problem—and, frankly, with about the same kinds of recommendations. A lot of that work of the so-called Simpson-Bowles commission, the President's deficit commission, the Gang of 6—or my hope would be the “mob of 60,” at some point in the not too-distant future—that was the framework we worked on, and we put everything on the table.

I say to the Presiding Officer and any other colleagues who may be still around, I urge them to join this effort. We have to make sure this supercommittee actually takes on the big issues and that we don't default back to a series of cuts come next year that, frankly, are not well thought through, or well planned, across the board, without regard to effectiveness. The only way is, yes, by additional cutting but doing entitlement reform and tax reform.

With that, I yield the floor, and with the hopes that we will see not only the hard work on the debt and deficit, but also the resolution of the FAA issue in the coming hours. I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. JOHANNES. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

HONORING OUR ARMED FORCES

SERGEANT OMAR A. JONES

Mr. JOHANNIS. Mr. President, I rise today to remember a fallen hero, Nebraska Army National Guard Sergeant Omar A. Jones of Maywood, NE.

Sergeant Jones served as an electrician in the 623rd Engineer Company, Nebraska Army National Guard, out of Wahoo, Nebraska. Sergeant Jones died at Forward Operating Base Deh Dadi in Balkh Province, Afghanistan, on July 18, 2011.

Omar grew up in Mississippi and lived in Bogota, Colombia for many years. He graduated from high school in Colorado and chose to enter the Army instead of pursuing a college athletic scholarship. He served two tours in Iraq. One as an infantryman in the active duty Army, and one with the Nebraska Army National Guard. His love of country compelled him to seek an assignment in Afghanistan. He volunteered and even changed units and developed new skills for this opportunity.

In October 2010, he deployed to Afghanistan with the 623rd Engineering Company. It was a tough decision to deploy again because his wife Ava and two children had become the center of his life. But, it was for their freedom he chose to serve again overseas.

His commanders and fellow Soldiers recall Sergeant Jones as kind, friendly, and helpful. They say they counted on Sergeant Jones for a big smile and a willingness to listen. He loved being a soldier. A former commander put it this way:

He had the biggest heart of any soldier I knew.

His decorations and badges earned during a distinguished career over three combat tours speak to his dedication and bravery. He received the Combat Infantry Badge, Combat Action Badge, Marksmanship Qualification Badge (Expert), Driver and Mechanic Badge, Overseas Service Bar (2), Army Commendation Medal (2), Army Good Conduct Medal, National Defense Service Medal, Iraq Campaign Medal with Bronze Service Star, Afghanistan Campaign Medal with Bronze Service Star, Global War on Terrorism Expeditionary Medal, Global War on Terrorism Service Medal, Armed Forces Reserve Medal with "M" device (2), Army Service Ribbon, Overseas Service Ribbon, and the NATO Medal.

I cannot put into words how the death of Sergeant Jones will impact the lives of those closest to him. Nebraska is honored to call him one of our own, and I know Nebraskans in Maywood and Wellfleet will provide his family with care and love during this difficult time.

Today I join the family and friends of Sergeant Jones in mourning the death of their husband, son, father, and friend. I ask that God be with all those serving in uniform, especially the brave men and women on the front lines of battle. May God bless them and

their families and bring them home to us safely.

Mr. President, I yield the floor.
The PRESIDING OFFICER (Mr. WEBB). The Senator from Utah.

TRIBUTE TO COLLEEN MONSON BANGERTER

Mr. LEE. Mr. President, I stand to address this body to honor the life of one of Utah's great citizens.

A good friend of mine is former Utah Governor Norman Bangerter, who announced on Saturday that his beloved wife of 58 years had passed away after a long-time battle with Alzheimer's disease.

Colleen Monson Bangerter, having been born in 1935, was the mother of six children, the mother also of one foster son, and in many respects was a friend to all of Utah's 3 million residents.

She served faithfully in many capacities, including as PTA president and other offices within the PTA. She also served faithfully in a variety of positions as a member of the Church of Jesus Christ of Latter-Day Saints.

Just a few years ago, she and her husband, former Governor Bangerter, served as they presided over the mission of the Church of Jesus Christ of Latter-Day Saints in South Africa. They worked hand in hand throughout their entire lives—in raising their children, in running Governor Bangerter's campaigns, and in running the State throughout his time as Governor, which wasn't an easy time for our State.

During Governor Bangerter's two terms in office, our State faced significant financial difficulties, faced significant flooding challenges, and the Bangerters weathered these adverse conditions well, serving as standing examples to all the citizens of Utah for what it means to rise to the challenge of adversity.

Colleen Bangerter was someone who had friends in many corners, and she also had many talents, some of which are not known by everyone, including the fact that she was the State hopscotch champion in the State of Utah in 1947. There are not many First Ladies in the United States who can claim that distinction, and she definitely did. She was also pleased to have been the recipient of the highest award that can be granted by the Boy Scouts of America, which she received just a few years ago. But of all the honors, including the honors that went along with being the First Lady of the State of Utah and serving with someone who, in my opinion, was one of the great Governors ever to serve our State, her greatest honor, her greatest prize was that of her family.

She loved being a mother, loved each of her 6 children, their 30 grandchildren and 18 great grandchildren. We as Utahns mourn the loss of this great citizen of our State. We mourn the loss of this friend. Our thoughts and our prayers go out to former Governor Bangerter and his family.

The PRESIDING OFFICER. The Senator from Tennessee.

REMEMBERING COLLEEN MONSON BANGERTER

Mr. HATCH. Mr. President, thank you for the opportunity to pay tribute today to a remarkable woman, quintessential wife and mother, and superb first lady for the State of Utah—Colleen Monson Bangerter. Sadly she passed away on the evening of Friday, July 29, 2011, from the effects of Alzheimer's disease. She was at home, the place she loved to be with her husband former Utah Governor Norman H. Bangerter.

Colleen was a wonderful human being who was always willing to serve others. She served as Utah's first lady from 1985–1993, while her husband Norman H. Bangerter was the Governor. During her years as first lady she undertook many causes close to her heart, including teenage drug use, and challenges facing women and families. She hosted a yearly drug awareness conference for teens and took First Lady Nancy Reagan's Just Say No Program to every corner of the State. Additionally she hosted an annual conference on strengthening families to address the important challenges affecting the health and well-being of families across our great State.

She stood by her husband's side as he led Utah through a very important time in our State's history. They advocated for economic development and she was a tremendous ambassador for Utah as they met with leaders throughout the Nation and even overseas encouraging new business development.

Colleen not only excelled at the initiatives she undertook for our state, she also served in many capacities as she raised her children including the PTA, and in many important positions for her church—The Church of Jesus Christ of Latter-day Saints. Colleen and Norm presided over the Johannesburg, South Africa Mission from 1996–1999. In this role she was a kind, and loving asset to the many missionaries who joined them in the work in South Africa.

Colleen and Norm raised six children and one foster son. They now have 30 grandchildren and 18 great grandchildren. She was the light of her family and could always be found in the middle of the fun. She enjoyed spending time at their cabin in beautiful Utah, as well as their second home in St. George. She always made people feel welcome and embraced many who crossed their paths.

Colleen Bangerter will be very missed by her wonderful husband Norm and their family. There was a special warmth and goodness about this lady and I will never forget her twinkling eyes and bright smile. She was kind to all she met, and was a partner in every sense of the word to her husband. Elaine and I love Norm and Colleen very much, and hope that Norm and his